

FLORIDA

Highways



Official Publication of

State Road Department---Highway Patrol---County Commissions

VOLUME 11
NUMBER 12

NOVEMBER 1943



Here is the main gate to one of the largest bases of its type in the country, where hundreds of flyers receive their final training, the Jacksonville Naval Air Station.

—Official U. S. Navy Photograph

Post-War Development of Florida's Resources

By Walter J. Matherly, Dean of College of Business Administration, University of Florida

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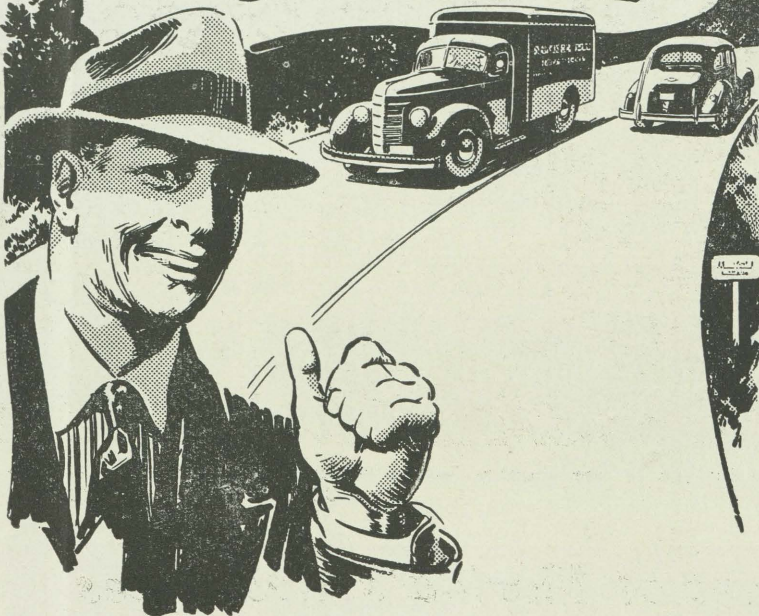


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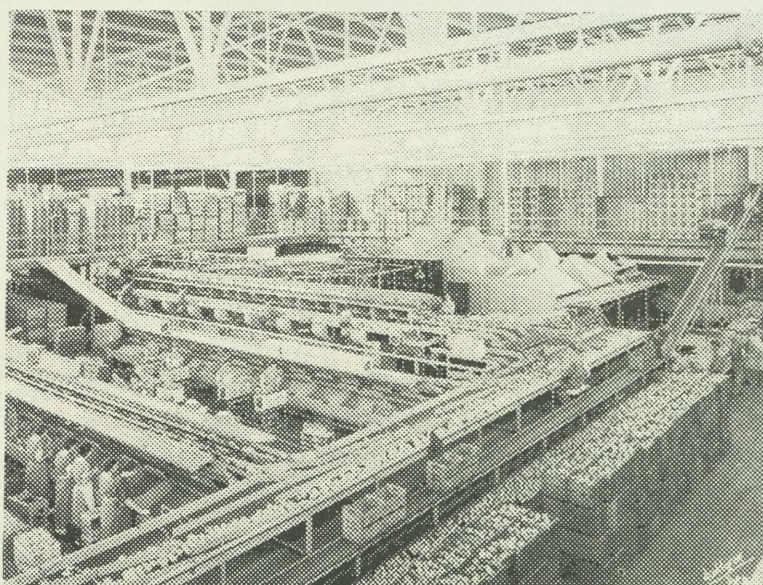
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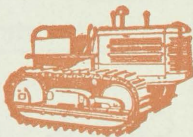
International TracTractors
Bucyrus-Erie Scrapers—Bulldozers
Northwest Cranes—Draglines (North Fla.)
Euclid Trac-Truks
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Burgman Tractor-Equipment Co.
Jacksonville, Florida

Transactions of Meeting of Florida State Road Department

HELD IN TALLAHASSEE SEPTEMBER 20

The State Road Department of Florida held its Third quarterly meeting at Tallahassee, Florida, on September 20, 1943, with the following attendance:

Thos. A. Johnson, Chairman; Jack F. Townsend, James R. Stockton, O. G. Lindsey, C. Fred Ward, Members; H. H. Bas-kin, Secretary; L. A. Fraleigh, Jr., Assistant Secretary; J. H. Dowling, State Highway Engineer; L. K. Cannon, Asst. Highway Engineer; W. A. Kratzert, Maintenance Engineer; N. L. Bryan, Jr., Federal Aid Engineer; E. S. Fraser, Bridge Engineer; W. M. Parker, Div. Engr. Re-

search & Records; C. J. DeCamps, Div. Engr. R/W; J. W. Allen, J. R. Slade, H. H. McCallum, N. S. Emery, Division Engineers; T. M. Shackelford, Jr., Attorney; Pat Shannon, Assistant Attorney; Ralph Odum, Claims Attorney; R. J. Waterston, Jr., Auditor; Webb Wilson, Field Representative.

APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Townsend, seconded by Mr. Ward, the following resolution was adopted:

CONSTRUCTION

| | |
|--------------------------------|-----------------|
| Bids received July 15 | |
| DA-WR-15(1) | 10 |
| Bids received Aug. 3 | |
| DA-NR-17(1) & 18(1) | 581-582 |
| Bids received Aug. 26 | |
| WO 0277-0175 | 3 |
| 5459-5460 | 20 |
| WO 0339-0135 | 29-35 |
| WO 0578-0178 | 43-47 |
| WO 0407-0307-0205 | 25-67 |
| 5209 (4)-5927 & 5158(5) | 8-17-79 |
| WO 0202-0411 | 21-22 |
| 5868-5869 & WO 0404-0209 | 2-18 |
| WO 0487 | 4-A |
| Bids received Sept. 14 | |
| WO 0653-0753 1555-0547 | 90, 84, 341 & 6 |
| 5158(4) | 79 |

| | |
|---------------------------------|--|
| Okaloosa | |
| Broward | |
| Seminole-Orange | |
| Bay | |
| Union-Madison | |
| St. Johns | |
| Henry-Glades | |
| Polk | |
| Lake-Citrus | |
| DeSoto-Hardee & Highlands | |
| Dade | |
| Jackson, Leon & Calhoun | |
| Polk | |

WHEREAS, pursuant to due advertisement, the Department did on certain dates as hereinafter indicated receive bids for the construction of certain projects, and for the furnishing of certain materials, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows:

| | |
|--------------------------------|--------------|
| Smith Engr. & Contr. Co..... | \$167,697.15 |
| Belcher Oil Company | 134,159.42 |
| Langston Constr. Co..... | 22,229.62 |
| C. C. Moore Const. Co..... | 26,528.97 |
| Couch Constr. Co..... | 36,461.83 |
| Couch Constr. Co. | 83,667.68 |
| Jas. H. Craggs Constr. Co..... | 28,381.72 |
| L. J. & W. L. Cobb, Inc..... | 16,775.56 |
| L. J. & W. L. Cobb, Inc..... | 80,316.44 |
| L. J. & W. L. Cobb, Inc..... | 111,021.97 |
| Belcher Oil Co..... | 5,119.25 |
| Coggin & Deermont | 21,870.95 |
| Marion Contr. Co. | 289,406.17 |

MATERIALS

| | |
|------------------------------|----------------|
| Bids received June 25 | |
| 5158 | 79 |
| Bids received July 23 | |
| WH Acct. 8431 | DeFuniak Spgs. |
| Bids received Aug. 3 | |
| SNU-FA 107 DFGH(1) | 4-A |
| 5158(4) | 79 |
| Bids received Aug. 30 | |
| 5377 | 127 |

| | |
|----------------------------|--|
| Polk-Limerock | |
| Tr. Tbr. & Piling | |
| Dade-Dynamite .. | |
| Polk Conc. Pipe | |
| Wakulla-Untr. Timber | |

| | |
|-----------------------------|--------------|
| Central Quarries Co. | \$ 46,683.00 |
| Eppinger & Russell..... | 23,845.55 |
| E. I. DuPont Co..... | 6,250.00 |
| Shearman Conc. Pipe Co..... | 7,930.80 |
| J. A. Shuler..... | 7,217.48 |

SUPPLEMENTAL AGREEMENTS

On motion of Mr. Ward, seconded by

| | |
|---|---------------|
| DA-WR-14(1) | 565 Access |
| AN-FA 120-B(1) | 365 F.A. |
| 5002(4) | 164 |
| DA-WR 6(1) | 592 Access |
| FS-FLA. 2(1) | Flight Strip |
| DA-NR 11(1) | 341 Access |
| WO 1252, 1060, 0361, 0752, 0261 & 0852..... | 1 |
| FS-FLA. 3(1) | Flight Strip |
| DA-WR 5(1) | 341-32 Access |
| 5033(2) | 15 State |
| 5016 (2) | 15 State |

APPROVAL OF MINUTES

On motion of Mr. Ward, seconded by Mr. Lindsey, the minutes of the meeting of July 26 were approved.

CITRUS COUNTY—PROJECT 793-C—ROAD 15 CANCELLATION OF RIGHT OF WAY BOND

On motion of Mr. Ward, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED that American Surety Company of N. Y. is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Citrus County, as principal, and said corporation, as surety, to this department, as obligee, dated the 1st day of April, A. D. 1935 in the penal sum of \$1,000.00, conditioned to secure the performance of a certain Right of Way Contract dated the 26th day of March, A. D. 1935 between the said County and this Department, concerning the acquisition by said County of rights of way to this Department for Project No. 793-C, of State Road

Mr. Lindsey, the following supplemental

| | |
|----------------------------------|--|
| Osceola | |
| Escambia | |
| Hendry | |
| Hillsborough | |
| Franklin | |
| Brevard | |
| Holmes, Walton & Washington..... | |
| Monroe | |
| Highlands & Polk | |
| Levy | |
| Citrus | |

No. 15, and said surety bond is hereby terminated and canceled; PROVIDED that nothing herein shall be taken or construed to mean that said Right of Way Contract between said County and this Department is in any wise impaired, modified or affected.

CANCELLATION OF RIGHT OF WAY CONTRACT BOND PROJECT 214, ROAD 2, POLK COUNTY

On motion of Mr. Townsend, seconded by Mr. Lindsey, the following resolution was adopted:

BE IT RESOLVED that American Surety Company of New York is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Polk County, as principal, and said corporation, as surety, to this Department, as obligee, dated the 6th day of July A. D. 1936, in the penal sum of \$5,000.00, conditioned to secure the performance of a certain Right of Way Contract dated the 6th day of July, A. D. 1936, between the said County and this

agreements were approved:

| | |
|------------------------------|------------------|
| W. H. Armston Co., Inc..... | \$ 1,372.90 Inc. |
| Noonan Const. Co..... | 37.60 Inc. |
| Jas. H. Craggs Const. Co. .. | 583.08 Inc. |
| Cone Bros. Const. Co..... | 1,277.36 Inc. |
| Hooper Const. Co..... | 9,644.53 Inc. |
| J. D. Manly | 0.00 Inc. |
| Coggin & Deermont..... | 78.75 Dec. |
| Belcher Oil Co..... | 36,367.85 Dec. |
| W. L. Cobb Const. Co..... | 637.93 Dec. |
| W. L. Cobb Const. Co..... | 557.75 Dec. |
| W. L. Cobb Const. Co..... | 603.52 Dec. |

Department, concerning the acquisition by said County of rights of way to this Department for Project No. 214, of State Road No. 2, and said surety bond is hereby terminated and canceled; PROVIDED that nothing herein shall be taken or construed to mean that said Right of Way Contract between said County and this Department is in any wise impaired, modified or affected.

CITY OF JACKSONVILLE

Mr. C. Washburn and Mr. J. B. Cox representing the Electrical and Water Engineering Department of the City of Jacksonville appeared before the Board. Mr. Washburn requested the Department to allow the City to use the new Main Street Bridge on which to install an electric cable from Jacksonville to South Jacksonville as it was necessary now to supply South Jacksonville with more electric power. He stated that the present cables were on the old bridge but that the new bridge would be a shorter distance and at the time the new bridge was constructed

(Continued on page 40)

G. J. Egan

D. A. Gaines

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Packers of Seald-Sweet Canned Products

General Offices and Plant

LAKE WALES, FLORIDA

FLORIDA HIGHWAYS

Official Publication State Road Department—Florida Highway Patrol
Florida Association of County Commissioners

Authorized medium of Motor Vehicle Division and other State departments.

VOLUME 11 NOVEMBER 1943  6 NUMBER 12

J. E. ROBINSON Publisher
SAM ELLIS Editor

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material), provided proper credit is given to Florida Highways. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Florida, under the Act of March 3, 1879.

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Address all correspondence to Florida Highways—not to individuals

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E. C. DeGarmo Tallahassee
Assistant Highway Engineer
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Jas. A. Winfield, Assistant Lake City

THIRD DIVISION

H. H. McCallum Chipley
J. P. Herndon, Assistant Chipley

FOURTH DIVISION

N. S. Emery Ft. Lauderdale

FIFTH DIVISION

R. L. Hoskins DeLand



Department of Public Safety

DRIVERS' LICENSE DIVISION

HIGHWAY PATROL DIVISION

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Lieutenant Olin Hill Tallahassee
Executive Officer

NORTHERN DIVISION

Capt. Fitzhugh Lee, Commander
Highway Patrol Office Lake City
Lieut. Reid Clifton, Dist. Commander
Highway Patrol Office Chipley

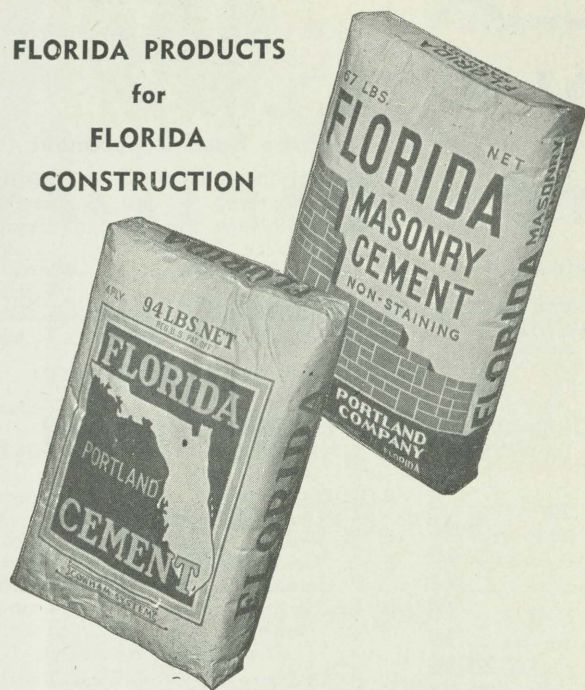
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Capt. H. C. Martin, Commander
Highway Patrol Office Bartow
Lieut. A. C. Yonally, Dist. Commander
Highway Patrol Office DeLand

SOUTHERN DIVISION

Capt. Stuart A. Senneff, Commander
Highway Patrol Office Ft. Lauderdale
Lieut. Tobe A. Bass, Dist. Commander
Highway Patrol Office Ft. Myers

FLORIDA PRODUCTS
for
FLORIDA
CONSTRUCTION



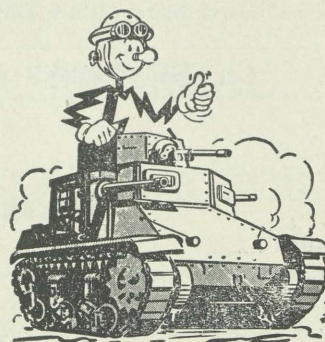
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EDITORIALS

Results Justify Expenditure

RESULTS OBTAINED have already justified the expenditure made for installation of the Florida Highway Patrol short wave radio network and the efficiency of future operations of the patrol using this modern means of communication have already been demonstrated.

Outstanding cases included the capture of two criminals wanted for armed robbery in another State, the capture of another murder suspect fleeing in his victim's automobile and the speeding up, with less men, of military convoys traveling Florida highways.

When Director J. J. Gilliam of the Department of Public Safety first suggested the installation of a radio network for the patrol, some believed that the improvement could await the end of the war. But the very fact that the plan received the ready endorsement of the Federal agencies controlling radio equipment indicated its value to the war effort as well as to civilian safety and law enforcement. Its value will be even more apparent in the crime wave which always follows periods of war when the value of human life is not held so highly and men are driven to distraction for the want of jobs and the pangs of hunger which accompany unemployment.

Florida's system of patrol radio has not been completed. There will be new installations enabling police and sheriffs offices to communicate with the patrol and with each other in the apprehension of criminals and there will be installations permitting the patrol officers of Alabama and Georgia to communicate with Florida patrol officers in the control of interstate crime.

Florida Gets A Hog

ON THE THEORY that even a hog given the opportunity, wants to come to Florida, Governor Holland has reversed himself in his decision regarding the porker he won from Governor Griswold of Nebraska and will accept.

The hog, put up by the Cornhusker chief executive against six boxes of Florida citrus fruits put up by the Florida governor in a wager on the standing of their respective States in the Third War Loan drive, will go to the American Legion, Florida department, as a prize in the forthcoming membership drive. The highest standing district will get the hog which probably will go to the individual chapter making the best record in the membership drive.

This chapter could then put up the porker as a prize in the next War Loan drive, and there will be one, for the person buying the most bonds. Then it might be divided into pork chops, spare ribs, sausage and lard and auctioned off in the next drive, or it might be used to produce more hogs in the Nation's war effort. These are possibilities, not strings tied to the gift by the governor.

Florida's quota in the Third War Loan drive was

\$117,000,000 against \$103,000,000 for Nebraska. Some conservatives might have been filled with misgivings when Holland made the bet. However, the Florida chief executive was never anxious about his wager because of his abiding faith in the patriotism of Florida citizens and their financial ability to meet the figure set by the Federal government. Florida had led the Nation in percentage of quota sales in the Second War Loan drive.

Those who disapprove of wagering will be comforted to know that it isn't often that Governor Holland indulges in this sort of sport. He has taken many a gamble—as an aviation observer in World War I, as a candidate for governor in 1940, as sponsor of new tax laws now proven of lasting benefit to taxpayers of the State, as sponsor of the gas tax amendment to the State constitution which has already saved many thousands of dollars to Florida counties and will save millions of dollars more—but most of them have been in the interest of public welfare and not for selfish gain.

Even in the acceptance of the Nebraska hog, Governor Holland has found a way to make it bring public benefit and not personal gain. It would be very gratifying to see a record result of the American Legion membership drive as that organization has already been of great help and, after the war, faces even greater possibilities to be of public service.

Chance to Serve

IN MEETING ITS quota of \$1,417,500 Florida War Fund, the citizens of this State have just as important a task as the purchase of war bonds. In buying war bonds a person is just making an investment which will net him a profit. The Florida War Fund gives him an opportunity to really express his gratitude for what the boys over there are doing to preserve the American way of living.

Florida War Fund, Inc., is headed by Governor Holland and Dr. John J. Tigert, president of the University of Florida. It is a nonprofit organization to raise funds for the 17 agencies which are to use the \$125,000,000 National fund for service men and the suffering people of countries friendly to the United Nations.

The Florida campaign has already been endorsed by the heads of four religious groups including Bishop Joseph A. Hurley of the diocese of St. Augustine, Bishop John D. Wing, bishop of the diocese of South Florida of the Episcopal church, Rabbi Jacob H. Kaplan, president of the Florida Rabbinical Association, and Bishop Arthur J. Moore, bishop of the Methodist church of Florida and Georgia.

In his endorsement of the movement, Bishop Moore said:

"If Americans would pause long enough to carefully scrutinize the several causes represented in the National War Fund, they could not but be moved by the appalling human needs and the wide open doors of opportunity which are presented."

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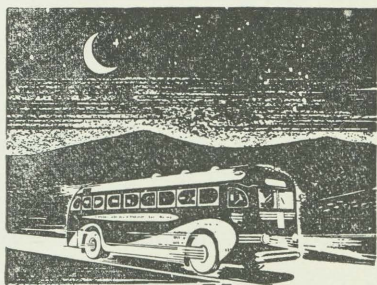
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FLORIDA FOURTH ESTATE

Our Next Governor

GOVERNOR SPESSARD HOLLAND'S visit in Jacksonville yesterday brings up anew the thought, felt by many Floridians throughout every part of the State, that it is a pity he cannot be reelected for the post-war period.

If a war deserves men at executive posts of balanced judgment, progressive men who are not hare-brained, conservative men who are not reactionary fossils, a post-war period needs that type even more. Reconstruction needs the highest of statesmanship, not demagoguery. Consider 1865 and 1921 and be convinced.

But the constitution of Florida prohibits a governor from succeeding himself. Whatever merit this provision had in the past, it will prove a tragic prohibition unless a man is elected in 1944 who can carry on in the same tradition and with the same confidence which Governor Holland has inspired.

Emphasis on this comes from the brilliant report of Governor Holland to the Kiwanis Club yesterday on Florida's contributions, past and present, to the war effort, and his predictions of prosperity and stability in the post-war era. We should not upset that much-to-be-desired prophecy.

The basis of much of Governor Holland's anticipations is the sound financial condition of the State government at this moment. Fiscal affairs are important but too much proof is available to prove that money isn't everything.

Holland has given the State a respected administration. The feeling is general that he has weighed matters according to their merits, not according to "politics." His intellectual honesty has established confidence in his decisions even when one was not wholly in agreement with him.

Loss of Holland would be indeed tragic, were it not for the fact that in the State of Florida there must be other men capable of earning the respect, confidence and cooperation of the people. Some of comparable character must be persuaded if necessary, to enter the picture from which Holland departs. The State is entitled to something more than a politician in the executive office.

The years immediately following the war are too important, too sensitive, to entrust to mere vote catching.—Jacksonville Journal.

* * *

Governor's Report Should Cheer Florida Soldiers

Governor Spessard L. Holland, speaking in Jacksonville recently before a Kiwanis Club meeting that drew a large attendance of nonmember business leaders of the community, gave an outline of State affairs and plans that should be cheerful news to men and women of Florida in the military service. His message emphasized the fact that

Floridians at home are giving their men and women in the armed forces first place both in thoughts and plans in order that the homeland to which they return after the war will not let them down.

He made it quite plain, too, that what is being done does not overemphasize the idea of help from Washington. State and local communities alike are bent first upon accepting their own responsibility of dealing with the problems which will be an inevitable part of the post-war period. They believe that this is as it should be, because people cannot go on and on condemning the spread of bureaucracy and at the same time continue the practice of calling for aid from Washington that is conducive to the expansion of the evil of bureaucracy.

The governor's report also brought out facts which will reassure citizens of the State that their public business is being handled from Tallahassee in a thoroughly business-like way. Every State fund is in good shape, every phase of State business is in sound financial condition—all black, without a line of red, and the present tax plan is such that it will enable the State to carry on indefinitely during the war emergency without further revision.

Furthermore, both public and private funds are being built up that will serve as the basis of operations and activities when the war ends that will assure large contributions to the creation of jobs for the returning veterans of the war. Already Floridians have an investment of something like \$300 million in war bonds which can be put to use in financing post-war job-creating activities.

Among projects which are being planned or already have been planned and are waiting the day of mobilization are enlargements of buildings, including the State Capitol, new buildings at the State institutions of higher learning, the State Board of Health Building at Jacksonville, the Hecksher Drive and park project, State parks, widespread improvements to highways and construction of new ones.

In addition to what the State is doing in this connection, cities and counties throughout the State have plans of their own, many of them well-advanced, made under provisions of the law enacted by the 1943 legislature providing for such projects.

All of which Governor Holland says points to the fact that both the citizens generally and government at all of its levels in Florida will be ready to meet and deal intelligently and liberally with post-war problems.—Jacksonville Times-Union.

* * *

Unusually Strong

Governor Holland's report on the State's current financial status reveals that Florida is not only weathering the vicissitudes of

war but is in an "unusually strong" position for this time of year when the State's revenue producers are at a low ebb.

The next two months are historically the hardest of the year on the State treasury. The governor predicts that Florida will "remain in the black" during the period.

The general fund had a balance of \$1,049,000 on September 1 after all salaries had been paid. This week teacher salary payments, amounting to \$1,326,000 were met, with a substantial balance left for building up October payments.

The 1,899 old age beneficiaries, who feared that the war-impelled loss of horse track revenue would reduce the little they had been receiving to a pittance, will be happy to learn that an average increase of \$6.40 a month has been made. "This will continue on an even increasing scale," the governor declared.

Holland also made the rather startling prediction that the \$4,200 deficit now owed each of the State's 67 counties on guarantees from race track revenue will be paid during the month. That would be a windfall to many county units whose revenue has been hard hit.

The governor did not explain why the State's finances are so healthy. A year ago it was quite widely agreed that the last quarter of 1943 would find the treasury scraping bottom. The cigarette sale tax and increased revenue from the beverage tax, plus the activities of the State comptroller's office in chasing down all revenue due the State, are responsible for an encouraging condition.—Miami Herald.

* * *

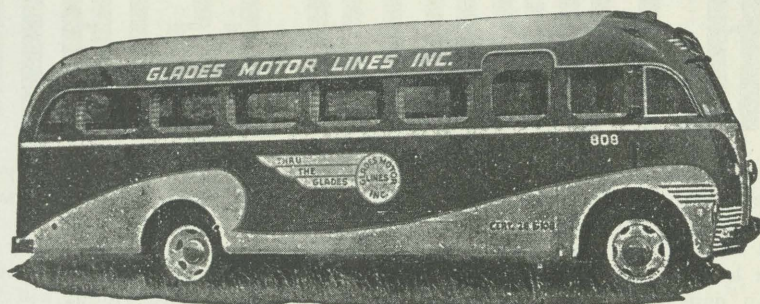
Road Bond Refundings Continue To Make Savings

The soundness of Governor Holland's program passed by the 1941 legislature and approved by the counties last year which pledged two cents of gasoline taxes for 50 years to the retirement of county road and bridge bonds has been proven once again.

In Jacksonville recently, Governor Holland announced that the State had just completed a refunding deal on \$721,000 worth of Hillsborough County bonds at interest rates of two and one-half percent compared to five and five and one-half percent called for by the bonds taken in on the exchange.

The governor in 1941 said it was his belief the assured source of revenue behind his program would establish confidence in all such bond refunding undertakings. His position has been admirably sustained by major financial savings in exchanges so far.—Tampa Daily Times.

Fire is responsible for the greater part of all damage to both young growth and mature timber, according to the U. S. Forest Service.



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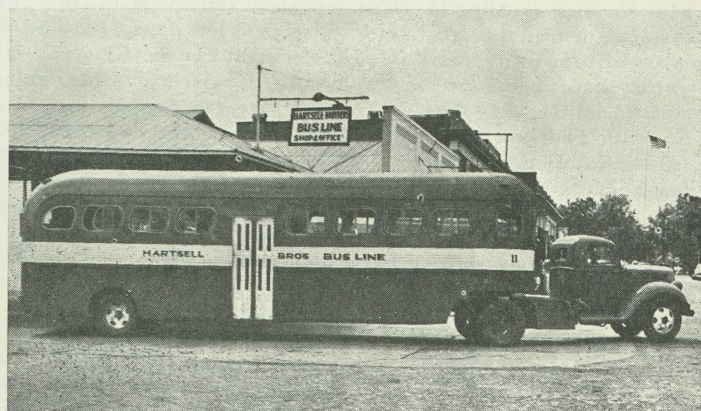
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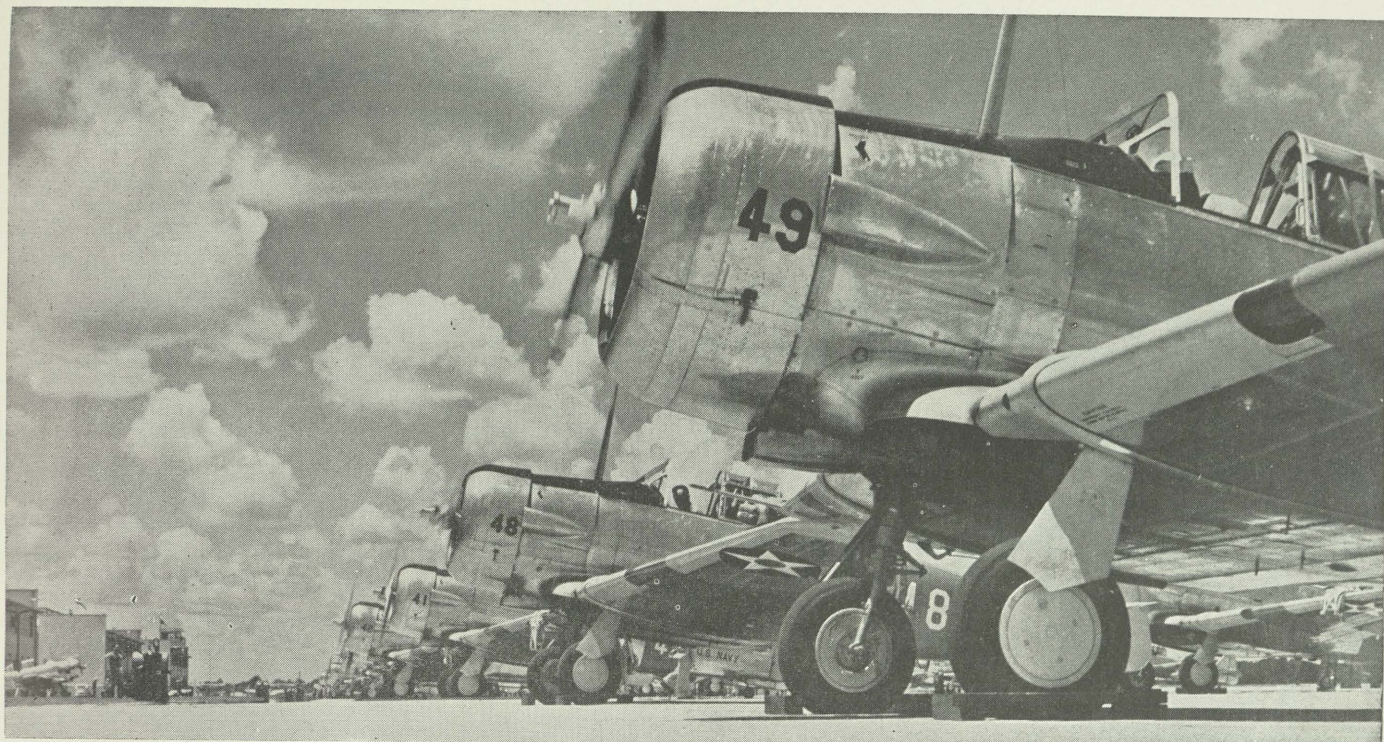
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SNJ's on the line at the United States Naval Air Station, Jacksonville, in which aviators get their final polishing-up before they are sent to the Fleet. Most of them are first trained at Pensacola and Corpus Christi.

Jacksonville, Post-Graduate School . .

AT THE JACKSONVILLE Naval Air Station, one of the largest bases of the type in this country, hundreds of Navy fliers are receiving their final training before joining the Fleet for action in the war zones or being detached to report to some land base which may be anywhere from the tropical regions of the Southwest Pacific, to the frozen Aleutians, the North Atlantic or somewhere on the European side of the Atlantic.

Already scores of aviation officers who have received their training at Jacksonville have made their presence felt in the various centers of actual combat. Today many of these men, holders of the Navy Cross, the Distinguished Flying Cross, the Air Medal, or some other decoration indicative of exceptional bravery and courage in action, have returned to the Jacksonville Air Station to impart the knowledge they have gained in actual combat to young aviation officers who are about to embark on dangerous missions.

The accuracy of Uncle Sam's gunners and bombers has been attested to by results obtained in combat to date, and it is partially due to the splendid training they have received and are receiving at Jacksonville that these flying officers have made the Axis regret their hasty decision to challenge the democracies on far-flung war fronts.

Flying officers, bombardiers, gunners and navigators get their "post graduate" course at the U. S. Naval Air Station. From Corpus Christi and Pensacola they come to polish up before joining the Fleet or going to foreign

By Lt. (JG) V. F. Sechriest, USNR
Asst. Public Relations Officer
U. S. Naval Air Station, Jacksonville

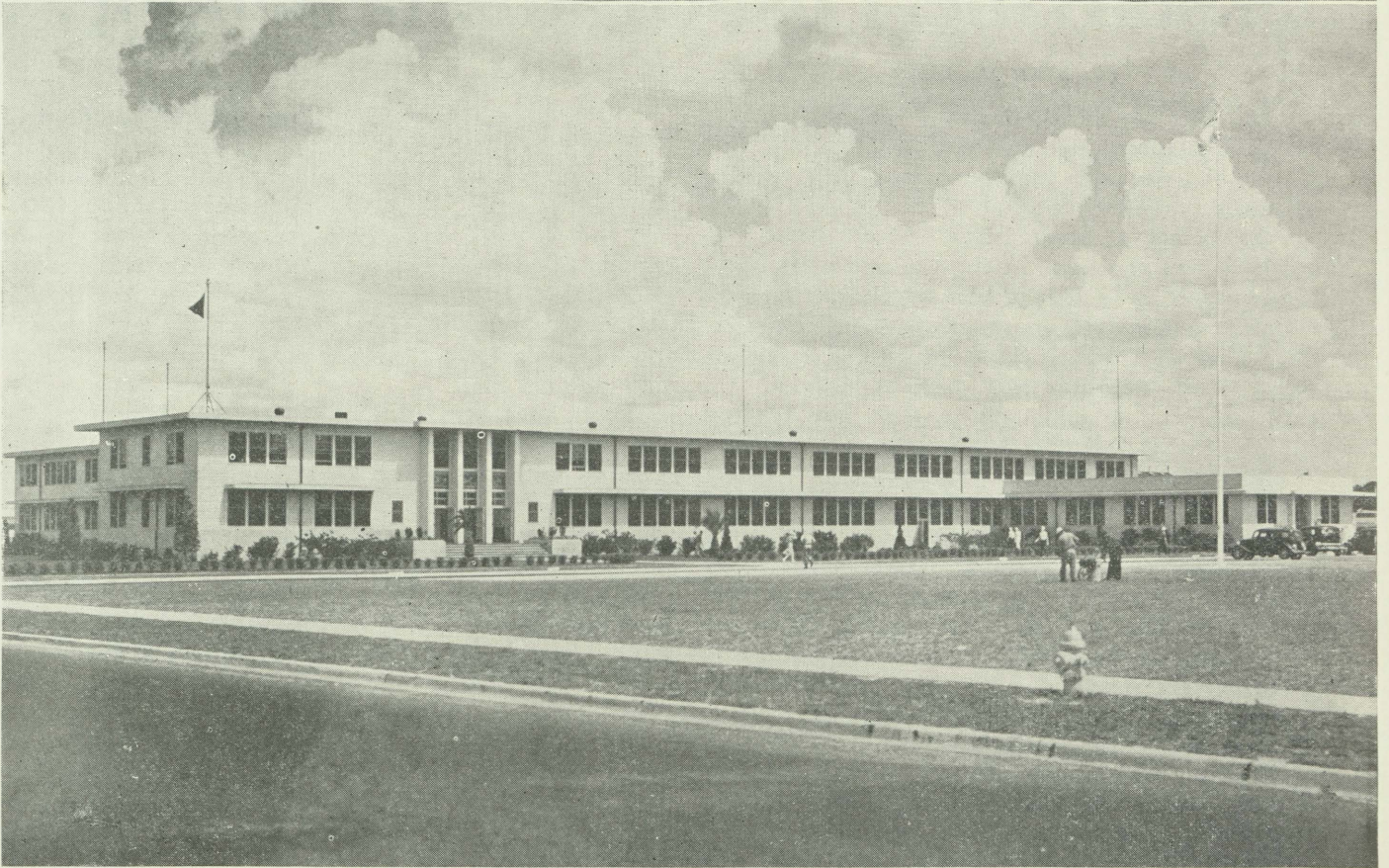
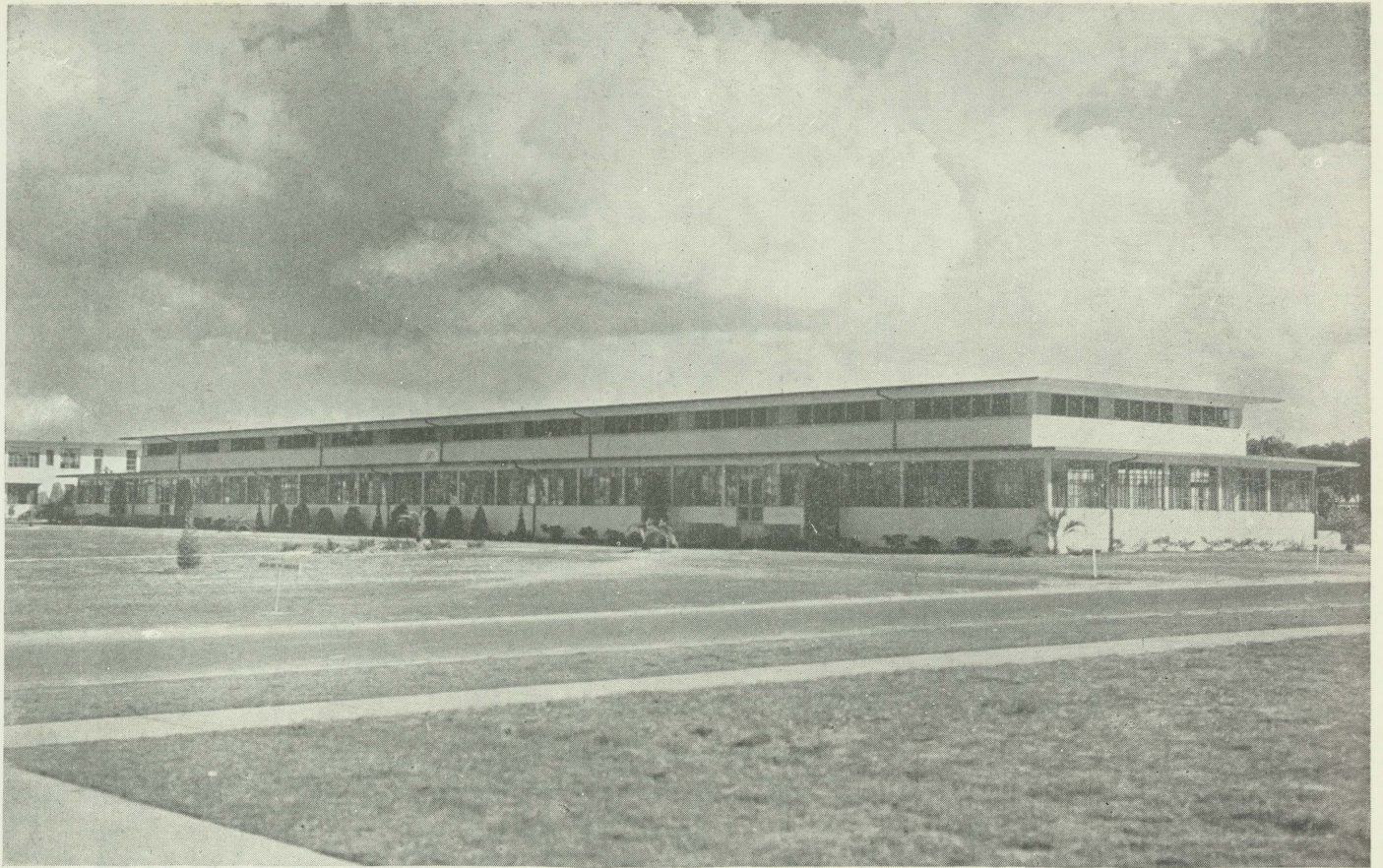
shores. Time was, in the days of peace, that it was possible to take young fliers into the Fleet and give them the additional training necessary to make them the best in the

world. Today the exigencies of war make this practice impossible. Hence the necessity for bases like that at Jacksonville where they receive the training which will thoroughly prepare them for actual combat as soon as they join the Fleet.

There have been occasions when naval aviators, on their first flight, have found it necessary to match aerial wizardry with the enemy, to exchange fire with the foe in the game which is for "keeps." The excellent training they have received at Jacksonville has stood them in good stead on those occasions.

Heroes of the battle of the Coral Sea, Midway, the Aleutians, the icy wastes of the North Atlantic and the African invasion are stationed at Jacksonville and nearby Lee and Cecil Fields, auxiliaries. Nothing can take the place of experience, and these men are giving embryo fliers the advantage of the knowledge they have gained in actual combat with a treacherous and barbarous foe.

These heroes gambled their all during the early months of the war when, on many, many occasions they defied the foe in the face of almost hopeless odds. They know what it is to attempt to operate with "too little and too late," but they're now preparing young fliers who, they hope and confidently expect, will meet Axis fliers on more than even terms, numerically speaking.



Administration building at the United States Naval Air Station at Jacksonville (below) and (above) where the enlisted men get their "chow," the main mess hall. Jacksonville's station is now imparting actual combat knowledge to new flyers through returned officers.
—Official U. S. Navy Photograph

Competent authorities have only recently pointed to the terrific output of planes in the United States, production which exceeds that of all the Axis powers combined, but without crack fliers to pilot these planes,

without expert navigators to direct them, without accurate gunners to control the fire, thousands upon thousands of airplanes would be useless.

These heroes of the early days of the war are turning out young pilots, bombardiers, navigators and gunners in quantities to fill the demand of the ever increasing supply of planes.

Many are the stories that could be written of these men who are giving young aviation officers all the answers as they go into their final weeks of training for the grim game of life and death struggle over the earth and sea.

There is the account of one who, severely wounded and with his plane badly damaged, continued to "pour it on" in aerial combat with the Japanese, finally aiding in the destruction of at least five big bombers.

Or there is the case of another veteran naval flier who has seen action in the attack on the Marshall and Gilbert Islands, the raid on Salamua and Lae, plus the Coral Sea battle and the battle of Midway.

His squadron, now disbanded, established an enviable record during the first seven months of the war, a period in which American fliers were facing almost hopeless odds from a numerical standpoint. It helped in a large measure to even things in the far Pacific by bringing down 44 Japs while losing only four planes, a ratio of better than 10 to 1.

These are only two isolated cases, cited to offer an example of the type of men who are teaching our future fighters all the tricks of modern aerial warfare.

Without going beyond the confines of the Jacksonville Naval Air Station and auxiliary Lee and Cecil Fields it would be possible to relate scores of similar actions in which courageous Navy fliers, now stationed here, played havoc with the foe in various parts of the world.

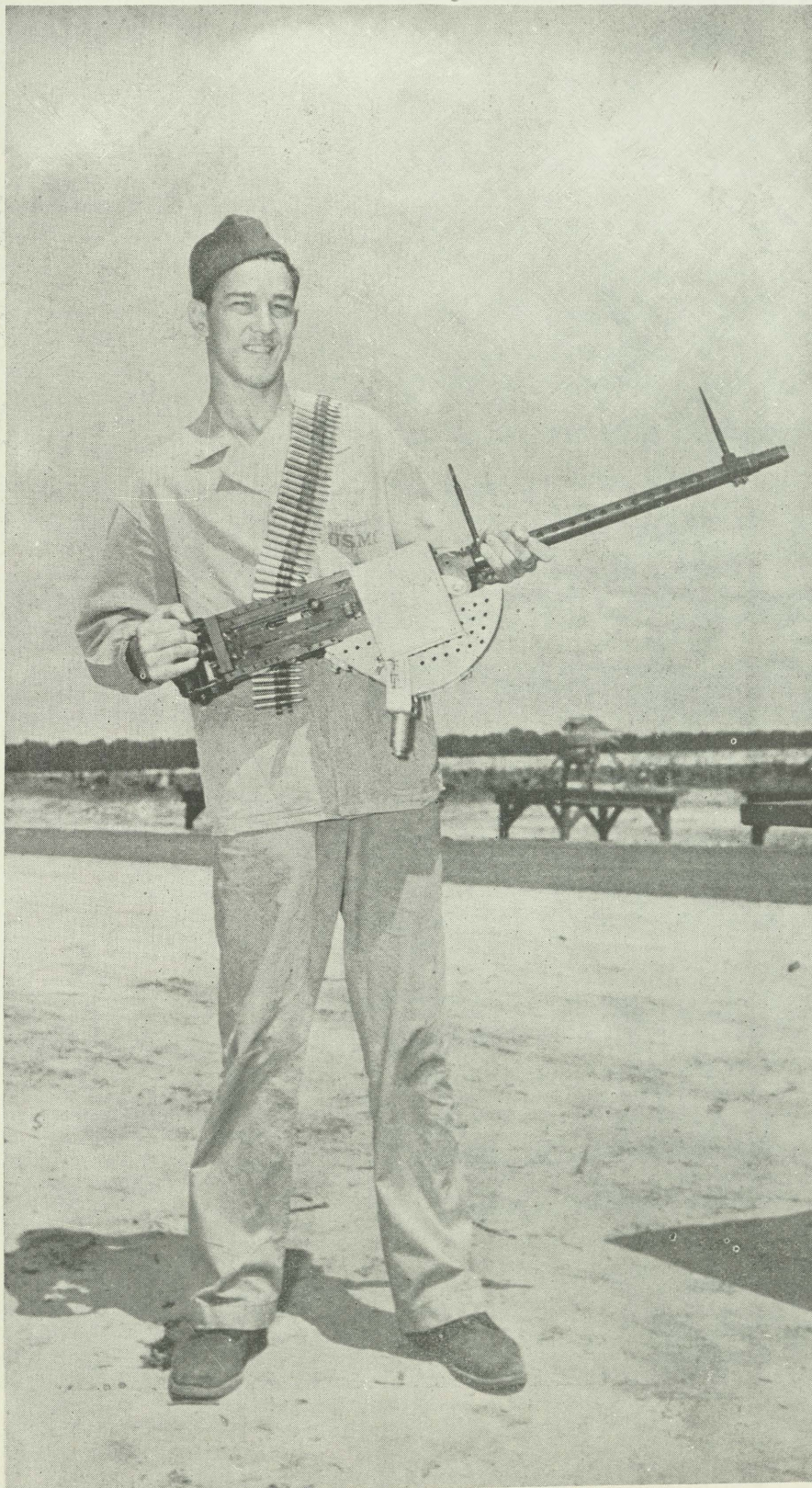
It is a safe bet that the young fliers whom they are turning out will give more than adequate proof of the instruction they are receiving at Jacksonville, once they swing into action against the hated foe, and in the torrid war days that are to come they'll cause many a headache for the dictatorial powers that would have crushed freedom of thought.

freedom of worship and freedom of religion throughout the world by the use of armed might.

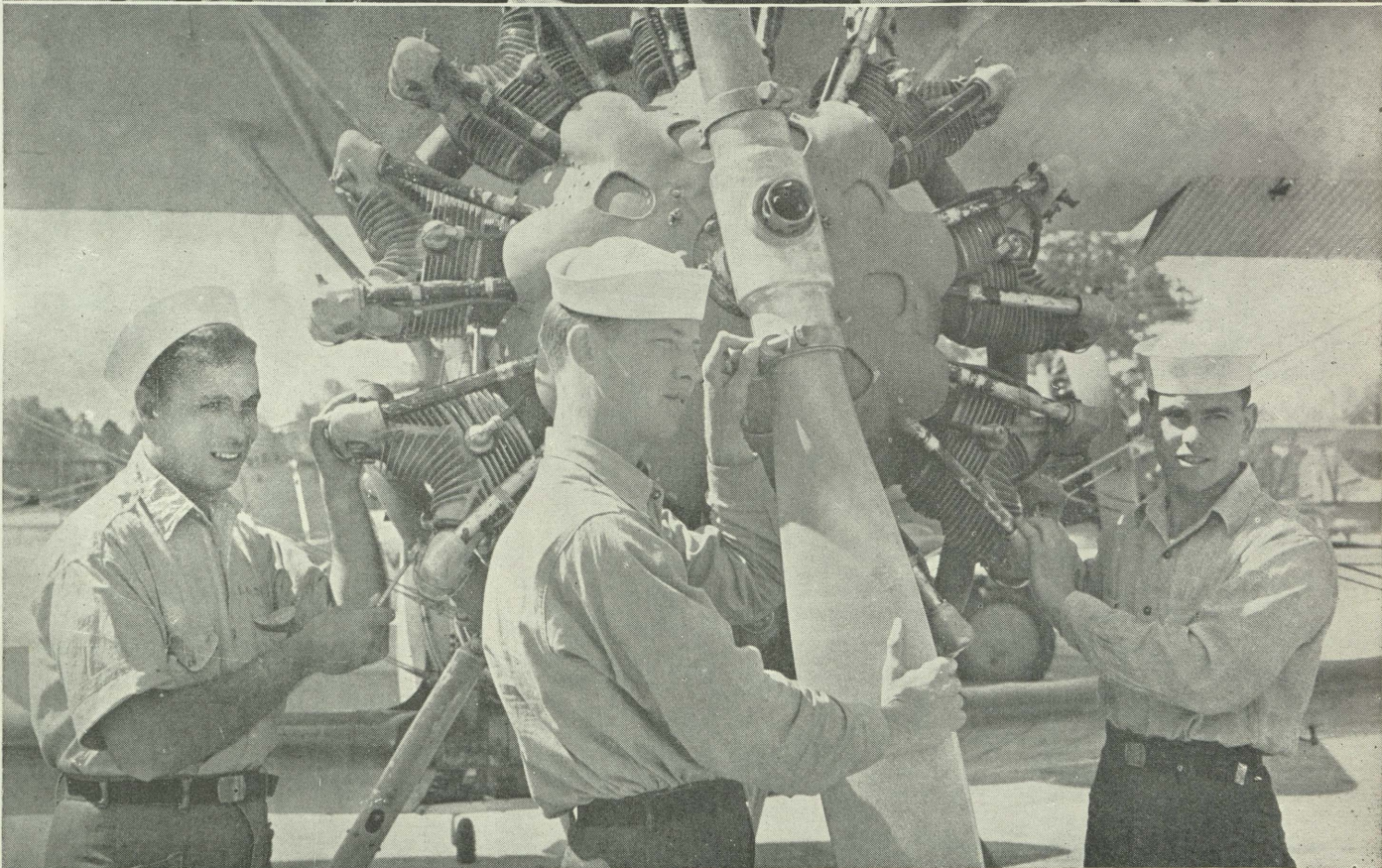
SNAKE BITE KITS

Saunders Venom Extractor Company, Tarpon Springs, has delivered

39,999 snake bite kits to the U. S. Army and is working on an order for 41,000 more. The kits are assembled in the Tarpon Springs plant and consist of a vacuum pump, lancer blade, tourniquet and antiseptics. They are carried on the belt.

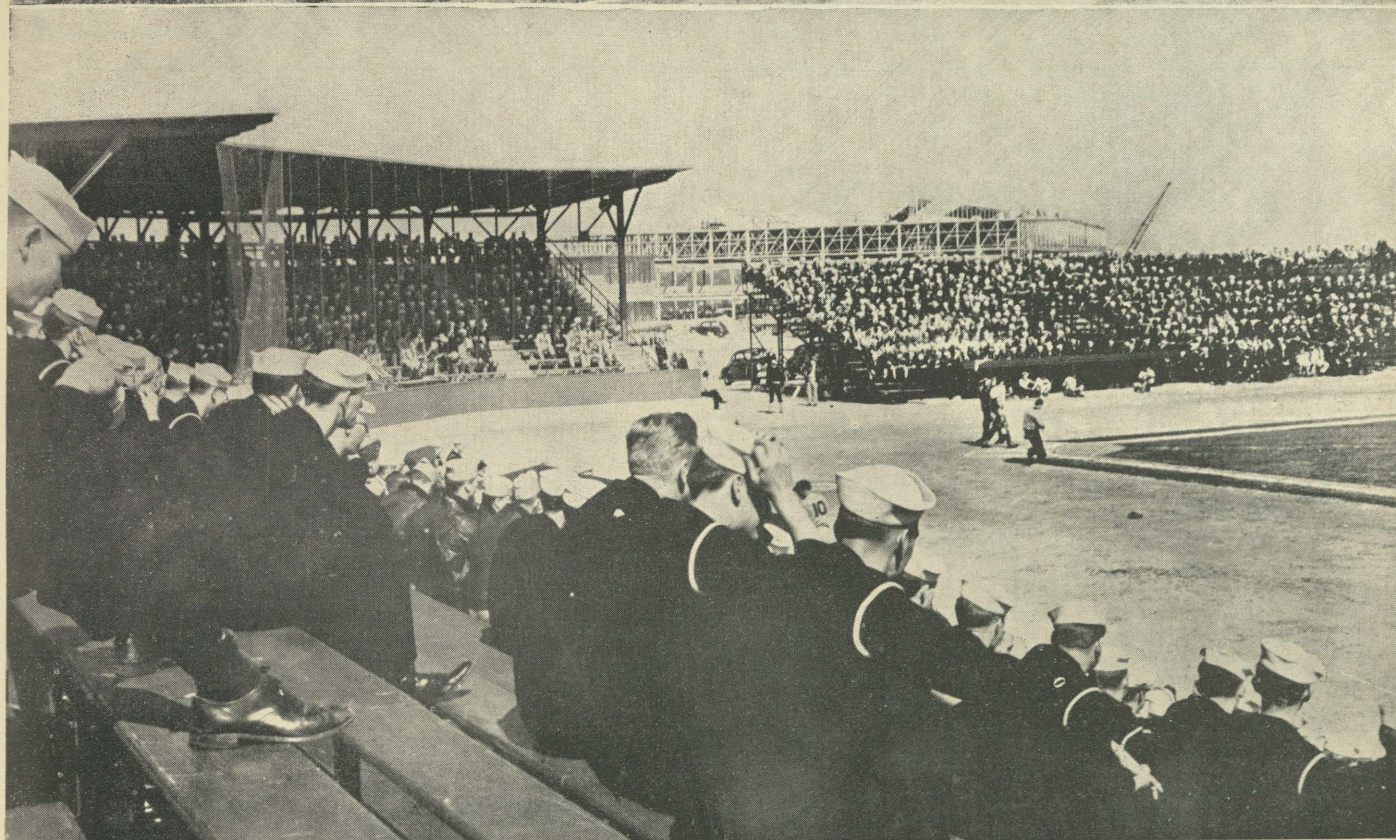


A U. S. Marine Corps gunner grins as he handles the business end of a machine gun at the Jacksonville station.
—Official U. S. Navy Photograph



—Official U. S. Navy Photograph

Men on review at Captain's inspection of the Naval Air Technical Training Center at the U. S. Naval Air Station at Jacksonville. Below, these boys, student mechanics now graduates, are the fellows who will make the planes run in future days. They're learning all about planes and engines at the Jacksonville U. S. Naval Air Station.



All Saints Chapel (Protestant) at the Jacksonville station. The Catholic chapel is immediately adjacent thereto. Below, packed stands watch baseball game on Mason Field (named for first commandant) as the Station team takes lead in league.
—Official U. S. Navy Photograph

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Florida Citrus Fruits Roll Again . . .

FLORIDA'S CITRUS CROP has begun to roll to market with no relaxation of quality standards and under the usual rigid tests of maturity. Labor shortages and transportation and packaging difficulties are being overcome in most sections.

The amount civilian consumers get will depend on how much Uncle Sam says must be set aside for him. The expected Florida crop of 66,000,000 boxes of oranges, grapefruit and tangerines, is 2,500,000 boxes below last year's production. Much of this reduction, however, is in seeded grapefruit, the favorite product of canners and citrus concentrate plants.

If new price ceilings developed by the food distribution administration are adopted, prices will be rolled back to about 9.7 cents a pound on oranges and eight cents on grapefruit, or three to five cents a pound less than last season.

The OPA has not yet approved the proposal and it may be Nov. 15 before new ceilings are imposed. In the meantime, last season's ceilings are still in effect.

The transportation problem is not expected to be very different from last season. Then the railroads had to carry greatly increased shipments of citrus because of discontinuance of coastwise shipping and drastic curtailment in the use of trucks, but kept the fruit flowing to market smoothly and expect to be able to repeat.

To prevent a repetition of last year's frantic competitive bidding for labor at the peak of the harvest, the industry has asked the FDA to hold hearings and fix wage rates for grove work and the WLB to help out in the packing house labor situation by permitting wages high enough to keep workers from leaving for other jobs.

The Florida Citrus Commission appropriated \$825,000 for advertising the new crop which is expected to be as profitable to growers as last season's or perhaps more so. The current good returns are going mostly into war bonds and liquidation of grove mortgages.

The government has told the industry it wants between 20,000,000 and 25,000,000 boxes of citrus from this season's crop. Some of this will be used for juice or served "on the half shell" in military camps, but the bulk will be in cans, either in single strength juice or in highly concentrated form for shipment abroad. Reconstituted with water, the concentrate retains the vitamins of the original juice and saves valuable cargo space.

Last season, the government purchased all canned citrus produced in Florida except for some canned grapefruit juice which was permitted to go into civilian channels. How much it bought has not been disclosed, and there has been no announcement yet whether civilians will be permitted to buy canned grapefruit sections or orange juice this season.

As an abundant source of vitamin C, citrus is high on the government's list of

recommended fruits. Great Britain has leaned heavily on the canned and concentrate product for vitamin C. Consequently citrus has become an important lend-lease item.

Uncle Sam will get his fruit in whatever form he wants it, up to the capacity of the packing plants. He has given the industry an opportunity to set up machinery for trying to fill the orders voluntarily but has made it clear that if this fails an order will be issued to force each packing house to set aside a certain percentage of its output for canning and concentrates.

The labor situation is uncertain. There was some agitation for use of Italian war prisoners but what effect Italy's declaration of war against Germany will have on this proposal has not been made clear. Some Bahaman labor was imported last year while school children and other volunteers pitched in at times to help harvest the crop.

FLORIDA'S OPPORTUNITY IN POST-WAR AVIATION

Florida has a most wonderful opportunity for post-war aviation developments if wartime expansion means anything.

During the period July 1, 1942 to May 1, 1943, a total of 104,211 international passengers passed through Miami, the Nation's air gateway, to Latin America, Africa, and beyond.

The number is greater (exclusive of military personnel) than went through all other United States ports of entry combined.

These eight airlines now have Federal permits to operate between Miami and foreign countries:

Pan American, British West Indies Airlines, Transportes Aereos Centro Americano, Royal Dutch Airlines, Expreso Aero Inter-Americano, Pan American Grace Airlines, Cubana and Aerovias Brasil.

Two domestic lines, Eastern and National, handled 84,317 passengers in the city in 1942.

From New Orleans on the Gulf of Mexico Pan American now runs five trips in and out weekly, to Guatemala City via Merida, Mexico.

Other lines—none of which have been officially named—are rumored preparing to use the Gulf city as the United States terminal for Latin American services.

Through Miami, New Orleans and the South will probably pass the bulk of post-war air travel between nations and continents.

Miami has already begun construction of a four-mile causeway to Virginia Key in Biscayne Bay, where a combination airplane, seaplane and steamship base will be built for \$15,000,000 when materials are available.

The port island will accommodate land planes with runways 10,000 feet long, seaplanes will have many square miles of deep water for landing, steamships and smaller

craft will berth there to make connections with air and land routes.

The prosperity of Miami and New Orleans will not belong to those cities alone.

Planes to and from the interior are expected to land in Atlanta, Montgomery, Memphis and Nashville.

Jacksonville, ceding the passenger business to the more southerly cities, is making a bid to be freight center of the future.

Eight companies have already made application for service—domestic and foreign—through that city.

W. Haydon Burns, aviation committee chairman for the Jacksonville Chamber of Commerce says that a survey is underway to determine which commodities are valuable enough for air shipment, their shipping seasons and the range of possible export and import.

The group also plans to engage an air-traffic engineering firm to draw up plans for immediate effectiveness after the war.

In the good neighbor policy for hemisphere solidarity, the line of communications plays the major part.

Airlines already established have the initial advantage, but prospects are that there will be enough business for all, and enough routes for more than one city.

Memphis would be a central point on proposed Chicago and Airlines routes to Singapore, via Alaska, and to Mexico City via Houston and Tampico.

American Airlines lists the Tennessee city as its mid-country stop on a route from the West Coast to New York, London and possibly Paris, and places Nashville on routes to Panama and Honolulu.

For its prospective—and inevitable—positions in international transport, the South is able and willing, and waiting only for peace and opportunity.

SIGNAL FOR TURNS

Motorists are not mind readers, emphasizes the public safety department of the National Automobile Club, in advising each driver to clearly signal turns and stops. Lack of signaling is one of the major sources of medium-size accidents. Although this practice seldom causes death, it slows down the immediate flow of traffic and incapacitates automobiles vitally needed during the wartime period.

EFFICIENT AIR CLEANER

An efficiently functioning air cleaner strips the air—which is mixed with gasoline to run the car—of all harmful dust and abrasives. It, therefore, should be kept at a peak of performance at all times, either by servicing or replacement of the complete unit. The amount of work the cleaner does can be judged by the fact that for each gallon of fuel burned by the engine 10,000 gallons of air are used.

Post-War Florida Development . . .

FLORIDA, which is increasingly concerned with the problems of its post-war economy, occupies a position today entirely different in character than that which it occupied yesterday. Florida in 1943 is not the same Florida as that which existed fifty years ago. Neither is it the same Florida as that which existed twenty-five or even ten years ago. It has undergone a series of fundamental changes—changes that are political, social and cultural as well as economic. No longer is it an infant State of self-sufficing farmers, of self-contained lumber-mill communities, of small, isolated tourist towns and cities; it has grown up; it has achieved adulthood; it has become a mature State of inter-dependent industries, of inter-connected recreational and distributing centers, of inter-related urban communities. It has as a result of the steady progress which it has made since the boom of the middle twenties, attained high distinction not only in the South, but also in the Nation.

I.

But the economy of Florida after the war will differ radically from that which prevails now. It will also differ radically from that which prevailed before the war. To begin with, it will be an economy dependent upon the post-war economy of the South and the Nation. The South, of which Florida is an inseparable part, is the product of a favorable physical environment. It is becoming, or is destined to become, an area of great economic activity. Walter Hines Page—a North Carolinian by birth and always a sympathetic student of the South—referring once to the movement of population in the United States, placed his finger on the map and said: "That point now close to Columbus, Indiana, will move southward and I should expect it to turn finally toward the Appalachian region of the South. There lies the water power of the future; there are the raw materials for a complex manufacturing industry; there are fertile lands capable of producing food cheaply to feed teeming millions; there is an open all-year climate and the healthiest country on earth. It will be the ultimate center of American industry." This prophecy has already been partially fulfilled by the inauguration of the Tennessee Valley Authority and certain other developments, and if the South, in the period of readjustment following the war, fully capitalizes the opportunities which have been thrust upon it during the war, it will become almost completely fulfilled.

As the South develops into the ultimate center of American industry, Florida will have an opportunity to profit by and to become connected directly with that center. Florida by itself can do little; it cannot prosper by staying at home and playing all the time in its own backyard; it must contribute to the whole of which it is a part. The South can survive without Florida, but Florida cannot survive or get very far without the South. The South is a single economic body of which the separate States are

By **Walter J. Matherly**
Dean, College of Business
Administration
University of Florida



DEAN MATHERLY

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individual organs. The welfare of the individual organs depends upon the welfare of the body as a whole, and the welfare of the body as a whole depends upon the welfare of the individual organs.

If this philosophy is correct, Florida cannot afford to build a fence around its post-war economy. This, as no other State save possibly that of California, depends upon other States, upon the Nation and upon the world. While it is proper to develop State loyalty, the loyalty which we develop must not carry us away entirely and cause us to adopt foolish laws and regulations. We cannot, without irreparable damage, shut ourselves off from other States. Arkansas may advertise that it could exist even if a Chinese wall were built around it, but Florida cannot afford to so advertise. Florida cannot exist within anything that looks like a Chinese wall. It is desirable to protect

Florida's interests, but Florida cannot develop as an isolated entity. The laws we pass and the regulations which we adopt must not interfere with the free flow of trade, of technical and managerial skill, of population, of education and of the other things which we must have, if we are to achieve lasting greatness.

The economy of the South and the Nation into which Florida will be required to fit itself after the war will be determined largely by the extent to which the immediate problems of post-war adjustment are solved. These problems will be primarily of six major types: First, maintenance of government controls for a considerable period of time after the close of war; second, release of the armed forces and war workers; third, conversion of war industries to peacetime production; fourth, increased output of civilian goods; fifth, financing of post-war reconstruction; and sixth, settlement of lend-lease debts and reparations, if any. All of these problems and others of less importance will press for immediate solution in Florida, in the South and in the Nation once the war is over, and unless we know the right answers we may lose the peace, even after we have won the war. But regardless of the kind of answers we give, the answers will determine the set of the post-war economy of the South and the Nation and in turn the set of the post-war economy in Florida.

II.

The economy of Florida after the war will be an economy which will be concerned not only with the economic policy of the South and the Nation but also with the full development of Florida's resources and post-war opportunities. Florida is rich in natural endowments. What it is now or even expects to be, is determined largely by its physical surroundings. Our geographic location fixes our wealth getting, our modes of conduct, our attitude toward life in general, our achievements as a people. In Florida we produce citrus fruits, engage in naval stores production, manufacture paper and other products, grow winter vegetables and operate tourist hotels and facilities not because we like or have any innate capacity to do these things successfully but because we live in an environment where we cannot profitably do anything else. We are what we are largely because we are where we are.

Florida occupies a unique position among the States. It is distinctly a water-front commonwealth. It has a shore line, exclusive of bays and inlets, 1,148 miles in length, greater than any other State in the United States. With an area of 54,861 square miles, it is larger by 7,000 square miles than the State of New York, and yet it is has only one-twelfth the population of New York. It stands twenty-first in area among the States of the Union. It is blessed both by its size and its geographic location. It is bound to progress, to progress greatly, if physical environment richly endowed with

natural resources means anything in the history of man.

The territory of Florida ranges in latitude from 25 in the south to 31 in the north. Within these latitudes, great civilizations have arisen in the past. The Aztecs in Mexico, the Incas in Peru and the Mayans in Guatemala and Yucatan—all developed great civilizations and were all nearer the equator than is Florida. The Greeks and the Romans achieved high distinction in latitudes similar to those of the South. The civilizations of the Egyptians and the Moors were developed ages ago in almost exactly the same latitude as that of central Florida. None of these peoples had access to steel, to rapid transit, to air-conditioning and to other facilities which are common today. Florida, with these things at its disposal, has an opportunity to achieve results undreamed of by those of the past. It is destined to become increasingly a great center of culture, of population, of civilization—an area teeming with millions of people—Arthur Brisbane once suggested twenty millions; a region that will be to the civilization of the South and of the entire eastern section of the United States what southern France, southern Italy and southern Spain were to the civilizations of Europe prior to the outbreak of the second World War.

Florida has already made a start in this direction. Its population increased from 968,000 in 1920 to 1,468,000 in 1930, an increase of 51 percent. Among the States of the Union, Florida stood second to California in percentage of increase in population from 1920 to 1930 and Texas stood third. From 1930 to 1940 Florida increased its population from 1,468,000 to 1,887,000, or 28.6 percent—a percentage of increase greater than any of the other States in the Nation. In 1940 Florida ranked twenty-seventh in population among the States. The average number of its inhabitants per square mile was only 34 as compared with 43 for the United States, over 500 for Puerto Rico and 650 for England. Florida could increase its population from 1940 to 1950 at the same rate it increased it from 1930 to 1940 and still have a density of population slightly less than that of the present population of the United States.

Florida, with its peninsula jutting out into the Gulf of Mexico is a connecting link between the South and the Caribbean area in particular, and between North America and South America in general. All of Central America, the West Indies, half of Mexico, and the north coast of Columbia and Venezuela are all closer to Florida than are Chicago and New York. This entire region may be quickly reached by air by the people of Florida. Florida, as well as the interior of the South and certain parts of the North and Middle West, may also reach this region by water or by rail and water through the ports of Pensacola, Tampa, Jacksonville and Miami. The whole continent of South America is east of Florida. Jacksonville is 20 miles west of the westernmost point of South America and 100 miles west of the Panama Canal. Jacksonville and Miami are almost on a bee line between the densely populated eastern section of the United

(Continued on page 38)

DEAN MATHERLY'S PLATFORM FOR FLORIDA POST-WAR DEVELOPMENT

1. Preservation of the best of the old and the continuous addition thereto of the best of the new. Progress does not come in jerks or in a series of revolutions; it represents an unbroken process. Each generation has the chance to add to that which went before.

2. Full development of Florida's natural resources and post-war opportunities. This development should take the form of extensive advertising of tourist facilities; of stimulating the expansion of agriculture; of transforming army and navy camps and training stations, wherever possible, into hospitals, rehabilitation centers and permanent posts and bases; and of establishing plants to process native raw materials, to produce standardized products primarily for local markets, and to manufacture specialty goods of various kinds where the production costs thereof are low relative to the selling price. These undertakings should be increasingly financed by Florida capital, owned by Florida investors, managed by Florida executives, worked by Florida laborers and operated for the benefit of Florida people.

3. Elimination of interstate and international trade barriers. Florida, as no other State save possibly that of California, depends upon other States, upon the Nation and the world. The laws we pass and the regulations we adopt must not interfere with the free movement of goods, of services and of peoples. The policy of the open door must prevail.

4. Maintenance of stable inter-racial relations. In Florida and the South the whites and blacks have lived side by side ever since colonial days. They understand each other. Except for occasional disturbances here and there, their relations have been good—even better than in certain industrial centers of the North. Everything within reason should be done to maintain and constantly improve these relations.

5. Equalization of freight rates which will remove the differentials running against Florida and the other Southern States and which prevent them in part from attaining their rightful place among the other States and regions of the country.

6. Expansion of public works. Florida during the war has been compelled to curtail greatly its construction of highways, public buildings and other facilities. It has not been able fully to provide repairs on and to maintain adequately either State-owned or locally owned public properties. State and local agencies in recognition of accumulated deficits are already prepared with plans to bring the supply of in line with the demand for public works after the war, thereby stimulating employment and making it easier to shift from a wartime to a peacetime economy.

7. Solution of the problems of health with which Florida is peculiarly confronted. Sick people cannot produce; they cannot earn their way; they represent an economic burden which must be borne by all. The healthier a people are the wealthier they are likely to become.

8. Consolidation of government units and agencies. This means the merger of city and county governments; the uniting of bureaus, departments and commissions, whether State or local, thereby reducing their number; and the centralization of functions in fewer divisions charged with responsibility of getting results and demonstrating their efficiency in government operation. These things have been done in some other States, and they can be done in Florida, if the people of Florida really want them done.

9. Cooperation between management and labor. Industrial history is repeating itself in Florida and the South. The same problems are developing here that have developed elsewhere. Failure to understand these problems and to solve them by peaceable means and by tested techniques sanctioned by government will lead to conflict and disruption. If Florida is to advance industrially, management and labor must work together, not against each other.

10. Participation in inter-American affairs. Florida occupies a strategic position with respect to the Caribbean and other Latin-American countries. It, therefore, with the City of Miami, is the passageway by air, if not by other means of travel between the Americas. It is able to profit by and to contribute greatly to the development of inter-American trade, goodwill and understanding.

11. Prosecution of research—research that is physical and technical as well as social and economic. We must secure the facts—all of the facts about Florida. We must analyze and plan before we can act intelligently. Mere opinion and extravagant statements unsupported by evidence have no place in any modern undertaking.

12. Extension of education—not only elementary and secondary but also college and university. Ignorance is the curse of all States, all Nations, all peoples. One of the greatest tasks which Florida faces is the eradication of illiteracy, the development of inquiring minds, and the securing of mature reflection on the part of all the people.

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Smith Champions Contractors' Plea.

CHARLES W. SMITH, well-known Floridian, prominent member of the Florida Division of the American Road Builders and head of a Florida company which has handled many of the emergency jobs asked by the United States Army and Navy, recently appeared before the Ways and Means Committee of the U. S. House of Representatives in Washington to present the competitive contractors' side of the renegotiation of contracts question.

Mr. Smith's argument follows:

First of all, we want to make very clear the fact that we are not here to try to persuade you to repeal or change this law so that we are free to make excess profits out of this war. We want to show you the adverse effect of this law on our industry. We are on your side—we do not want anyone, including ourselves, to make excessive profits out of this war.

It seems to us that the present act was not designed and was never intended by congress to apply to construction contracts awarded on the basis of competitive bidding. The language of the act employs the word "renegotiation" of contracts and use of this term definitely implies and presupposes that the act refers to contracts, which in their inception, were negotiated contracts. Because of war and our resulting National crisis, the time element was of primary importance and in order to insure completion of the contract as rapidly as possible, the government did, during the early stages of the war, in many instances eliminate time consuming procedure. Public invitations to bid on completed plans and specifications were abandoned, because quantities were unknown, and reliable established contractors were summoned to appear individually for a negotiated conference. Discussions were held concerning the type of contract to be performed, the ability of the concern to do the work, and the terms of the proposed agreement. The government and the particular business concern were negotiators, and the agreement consummated as a result of their negotiations is properly referred to as a "negotiated" contract. Admittedly, there may be some justification for the renegotiation of this type of agreement where the parties to the contract were dealing with unknown factors.

However, this type of contract should be definitely distinguished from the common type of contract used almost exclusively by the government prior to our National emergency, and which is still employed in most instances. I refer to agreements awarded on a competitive basis, consummated by the following procedure: Public invitation to bid on completed plans and specifications; submission of bids upon same terms and conditions by all bidders; and subsequent award of contract based on the competitive bid. This type of contract, because of its competitive nature alone, guarantees to the government a fair and equitable price. In order that negotiated contracts might be subject

Editor's Note—Back in 1939, soon after Spessard L. Holland announced his candidacy for governorship of Florida, we found Charles W. Smith one of the first men in the northwest Florida section to come out openly for him.

"Why are you for Holland?" we asked Smith.

"Because I, and any other honest business man, only want a fair and square shake if we do business with the State of Florida, and we know we'll get it if Holland is governor," said Smith.

Smith, apparently, is still on the lookout for that "fair and square" shake, only this time it is on a National basis. Herewith is presented his argument before the Committee on Ways and Means of the U. S. House of Representatives against provisions on the renegotiation of contracts which are entered into competitively.

Smith is president of the Smith Engineering and Construction Company of Pensacola, a vice president of the Highway Contractors' Division of the American Road Builders Association and former president of the Florida division of that association. We believe all business men will be interested in his statement before the house committee which was made Sept. 17, 1943.

to the same guarantee, congress enacted the renegotiation statute, which in our opinion, gives recognition to the basic distinction between these two types of contracts. Nevertheless, the term "negotiated" contract is by administrative distortion used by Federal agencies to describe contracts which are awarded on the basis of competitive bidding based on completed plans and specifications. It is plain to see that such a title for this type of contract is a misnomer. In fact, it is just open competitive bidding.

Now then gentlemen, I would like to bring to your attention some of the specific phases of the law which work an undue hardship on the road building industry.

The act, in its present form, is objectionable in the following respects:

The act is unfair to the contractor for it provides that the government can require a refund of profits but does not allow the contractor to be reimbursed for any loss which he might suffer. Nor does it allow losses on war contracts to be offset against gains on such contracts in all cases.

The failure of the act to provide definite standards for determining what are excessive profits makes it impossible to assure uniformity of treatment between contractors engaged in the same type of operation.

Needless to say, the hazard of loss is great in a construction contract awarded on a bid basis and the contractor is entitled to fair and just profit for undertaking the risk. Such risk frequently results in a loss due to factors peculiar to the industry beyond the contractor's control, such as inclement weather and difficult subsurface conditions, and since the government will not adjust a contract to take care of any such loss, certainly it should allow a profit on successful jobs sufficient to justify engagement in this hazardous line of business. Every concern of this type, including the oldest and the best, encounter unforeseen and unanticipated conditions over which they have no control, and, if contract profits are cut below a reasonable profit, I predict without fear of contradiction, that it will result in bankruptcy

of the industry. Since the act does not provide with any degree of certainty what sort of standard of yardstick is to be applied in determining profits, it is impossible for the contractor to ascertain in advance what amount of profit will be allowed. From a financial point of view, this uncertainty seriously handicaps the contractor in obtaining bank credits, and in establishing policies governing dividends and reserves.

Another important point is that the effect of the act is to allow the contractor his cost plus a percentage over cost. This removes the incentive for efficient and economical operations by treating the efficient and inefficient alike.

I was talking with a high ranking officer of one of our governmental construction services a few weeks ago. He made a statement that brings this point out very clearly. He stated that since the renegotiation law came into effect he had noticed a number of cases where as soon as the contractor realized that his job was a good one and that he was going to make a sufficient sum of money to be affected by renegotiation, the contractor seemed to lose interest in the job and began spending his time on a tougher job or on some other phase of his business. What is the result of this? You can see that means a break-down in efficiency, increase in cost and delay in delivery of the job.

We frankly believe that the highway and airport industry, if the law were amended so that jobs let by competitive bids were not affected by renegotiation, the government would get the same price on our work. Because of extra incentive created in the contractor by the fact that he has a small interest in every dollar of profit coming from the job, he would hold down cost and speed up production. As a result he would pay into the United States treasury more money through taxes alone than through taxes and renegotiation combined under present procedures.

Another thing that gives us concern is
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Trucks Pile Up Road-Building Cash

WHEN VICTORY has been won and restrictions against the use of men and materials are lifted, the backlog of State Road Department funds built up against the day soldiers return looking for jobs will be found to contain several million dollars paid in by common carriers in the shape of highway use and gasoline taxes.

Figures from the office of Comptroller J. M. Lee show that common carrier truck lines alone, in highway use tax alone paid \$592,617.81 into the State treasury during the fiscal year ending June 30 this year. This compared with \$417,954.72 for 1942, \$389,996.60 for 1941, \$374,387.72 for 1940 and \$326,451.83 for 1939, or a total of more than two million dollars for the last five years for highway use when no extensive general road building has been permitted because of the shortage of materials and manpower.

In addition to these taxes, which are paid only as common carriers use the highways of the State, and by no other highway users, the common carriers and trucks of the State have paid many millions into the State treasury in gasoline taxes. In 1940 (last available complete figures) motor trucks in Florida paid \$6,750,000 in gasoline taxes and \$2,318,520.46 in license taxes. The number of trucks and the amount of gasoline now being used by them has materially increased since that time. However, taking an average of \$8,000,000 a year for five years, as shown by the 1940 figures, one gets an idea of the tremendous amount truck transportation is paying into the post-war road construction reserve.

Highway transportation has already proven its value to the war effort. A few days ago there was a stoppage of work by truck drivers in the Southeast and newspapers reported many millions of pounds of freight piled up at a half dozen different points in the area. Fortunately, the drivers settled their differences in a short time and then jumped in to move the freight on the double-quick so that there would be no disruption in the many war industries which they were supplying with materials.

Florida's trucking industry includes some 90,000 trucks and employs some 200,000 persons. Common carrier truck lines of the State have worked miracles in keeping their rolling stock moving regardless of obstacles. With Uncle Sam calling for a speeding up of transportation while at the same time issuing restrictions against the use of gasoline and tires, carriers have overcome tremendous difficulties to get freight to its destination on time. The trucking industry also has played its part in the prosperity that has come to Florida because of the war. Scores of the military establishments in the State first received their supplies via highway carrier. Hundreds of the families of service men who have trained and are training in Florida would still be scattered over the entire country instead of here near their men if it was not for highway truck transportation.

By Frank Ferguson

Leaders of the citrus industry have come to depend on highway transportation for the marketing of a large portion of the Florida crop. During the season hundreds of trucks are engaged in the transportation of citrus fruits to Northern States, delivering their loads to destinations in good condition and at lower cost than other methods of transportation. Transportation of bulk fruit by truck, although meeting all of the requirements of the Florida citrus laws, has helped materially in meeting the shortage of crates and bags.

While common carriers pay extra road use taxes not paid by other users of the highways on the theory that they do more damage to roadways than other vehicles, the present condition of highways of the State cannot be blamed on them but on the fact that military vehicles have created much damage that could not be repaired because of the lack of materials and manpower. Anyone who is fortunate enough to have the gasoline to make any sort of trip over the highways of the State will quickly realize this. He will see ten to fifteen military vehicles to one civilian vehicle.

The dangers lurking in the background of the Federal government's policy of forbidding work by State Road Departments on highways not considered militarily essential was pointed out recently by Curtis Fuller writing in Nation's Business.

"Probably the greatest misconception behind our attitude determining public highway policy today is that roads are permanent," says Fuller. "Anyone who has maintained the sidewalk to his front door knows this is wrong. Even a concrete pavement has an expected life of only about 20 years. The lighter surfaces—especially those on inadequate bases—need constant attention and maintenance. A gravel road may lose 100 to 200 cubic yards of stone per mile in a year. Bituminous highways ravel and pit and wear out.

"Instead of requiring less maintenance because automobile traffic has declined, roads today need more because construction has been halted and heavy hauling has increased. Traffic, however, is probably not responsible for half of the disintegration of highways. Weather may cause even more.

"Yet no one seems to be worrying about the roads in spite of the fact that they play a large role in moving men and goods.

"According to Transportation Coordinator Joseph Eastman, trucks carry about a fourth as many ton-miles of property as the railroads. The great importance of trucks cannot be measured as much by the amount of goods they haul, however, as by the particularly important services they fulfill in short hauls and terminal distribution and collection.

"Moreover, about two-thirds of the Nation's 150,000 buses are in school service es-

pecially vital to rural areas. Out of more than 1,000 cities over 10,000 population, nearly three-fourths depend wholly upon buses for their local public transportation.

"Intercity buses carry passengers for about two-thirds as many miles as the railroads and travel 330,000 miles of highway while, in 749 war production plants surveyed, nearly 500,000 workers were found to arrive by private automobile.

"At one aircraft factory employing 50,000, 92 percent used private cars. In another 741 war production plants, 65 percent of the incoming and 69 percent of the outgoing freight moved by highway.

"Furthermore, the disintegration of highways could isolate more than 50,000 communities in the United States which are served only by highways for long-distance transportation.

"In one of his last statements as O.P.A. administrator, Leon Henderson declared that 'reliance on the automobile or rubber-borne transportation is considerably more' than claimed in 'even the loftiest statements made by the industries connected with the making of automobiles and tires,' and by such organizations as the American Automobile Association.

"In spite of these facts, the only roads now being built are those of direct value to the war effort, principally the access roads serving war industries and military camps. Highway departments are reconciled to the halting of road construction while the war lasts but they are genuinely concerned about maintenance, without which untold road mileages will collapse. The chief limiting factors in carrying out effective maintenance are shortages of men, money, materials and equipment.

"Of these perhaps the most serious situation is that involving equipment. New maintenance equipment is not available and the spare parts situation is even more urgent.

"Another threat, difficult to assess at this time, is the possible requisitioning for the armed services of road equipment registered through the WPB Nation-wide inventory of all construction machinery.

"The armed forces have taken by negotiation some snow equipment in the North and a certain amount of county-owned maintenance equipment in the South. Although the amount taken so far is probably negligible, some WPB officials have talked as though a great amount might be forcibly requisitioned. This action could only mean the speedy disintegration of many highways.

"The most important materials shortages are steel and bitumens. Steel is essential for bridge repairs and replacements in some locations and some way must be found to make it available in those cases where a road would otherwise be closed.

"Except for the slow-curing light asphalt, the shortage of bituminous materials is largely one of transportation. It is responsible for serious damage to thin surfaces

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With County Commissioners

HILLSBOROUGH COUNTY commissioners are considering a new courthouse as one of the primary objectives in a post-war construction program to take up the slack in unemployment. Commissioner Nucio wants it to be the No. 1 project and has asked that the county engineer be instructed to see if the Federal government will assist with preliminary plans.

■ Senator John S. Taylor appeared recently before the Pinellas County board in regard to assessment in the Largo drainage district. He protested the same assessment as last year.

■ Volusia commissioners have agreed to the sale of home canned meat and vegetables to school lunchrooms as payment for the use of canning equipment.

■ Justice of peace salaries have been determined by the Dade County board which has approved \$5,000 for the heaviest district and \$1,200 for the lightest district.

■ St. Johns County commissioners have adopted a resolution on the recent death of H. H. Bailey, member of the board and former chairman. Mr. Bailey had served for 13 years and also was a director of the Florida Association of County Commissioners, president of the Hastings Potato Growers association, president of the Hastings Civic League and long active in St. Johns County civic and fraternal circles.

■ The controversy in Duval County over who shall transport women infected with venereal disease to the treatment camp in Ocala has been solved with the Florida Highway Patrol taking over the job.

■ Kenneth Grable has succeeded E. B. (Dixie) Matthews on the Hillsborough County traffic patrol.

■ County Commissioner Lake Lytal is assistant chairman of the Palm Beach salvage drive.

■ Lack of manpower has been held responsible for growth of the mosquito evil in Dade County districts which have registered complaints with the county commission. Dade County spends nearly \$40,000 a year in the control of the pests and has had them pretty well under control until this year when help could not be hired for the work.

■ Frank Pattillo, former clerk of the DeLand rationing board, has been engaged to handle all rationing matters for the Volusia County commission. His salary is \$150.

■ Okeechobee County commissioners recently instituted a voluntary clean-up campaign in cemeteries of the county notifying the public that they would hire a caretaker who could handle the cemeteries if he had a clean slate to start off with.

■ Lake County finished its fiscal year with all bills paid and a cash reserve in every fund. Clerk George J. Dykes reported finances the best in several years. All Lake County commissioners were returned to office without opposition at the last election.

■ Miss Mildred Johnson, Lake Worth, has been named assistant county demonstration

agent under Mrs. Olga M. Kent, agent. She majored in home economics at the Florida State College for Women.

■ Palm Beach commissioners are paying the salary of Ralph J. Blank as manager of the county's resources development board which is working on post-war work within the county. John J. Carter, Palm Beach, is chairman of the organization and each district in the county is represented in the membership of the board of directors.

■ The job of impounding officer is going begging in Hillsborough County. With shipyard workers making nearly two dollars an hour few want to take the chance of getting their pay through fees for collecting wandering animals.

■ Mr. and Mrs. O. R. Moe, Pinellas County home superintendent and wife, were recently highly commended by the Pinellas board for their work at the home. Thirty acres of the farm produced \$8,757 worth of produce during the last year showing a net profit of more than \$1,000.

■ Glades commissioners have granted an additional amount for the community canning unit and school lunchroom recognizing the higher cost of living.

■ Baker County is among those which have purchased new road machinery to take over repair work during the war when materials are hard to get and new construction is out of the question.

■ Grand jury recently commended the Osceola County commission on the newly constructed jail and sanitary conditions therein. The commission recently gave a demonstration of its careful use of money when it ordered an electric cold drink dispenser in the courthouse removed because it used more current than could be paid for by the amount taken in.

■ DeSoto County commissioners recently publicly stated that the county charity purse strings would be pulled tighter now that there are jobs for everyone who wants to work.

■ Polk County commissioners and the city of Bartow have gone to bat over the city's taxing the county for a piece of property in the city limits. The board contends that the city has no right to tax the county in this case which involves a service station which pays taxes on improvements.

■ Ed Price, coordinator of the Alachua board, recently visited Washington for a conference with the Florida delegation regarding the new veterans' hospital.

■ Marion County's tax collector, E. C. Nott has been authorized to secure prices for a set of aerial maps of the county to be used in his office.

■ Twenty-one road patrolmen of Duval County have been granted a salary increase amounting to \$50 per month. The increase will hike the cost of the patrol by \$12,600 a year.

■ Manatee County commissioners have approved the printing of 20,000 booklets ad-

vertising the county. The booklet will be prepared by the publicity committee of the Bradenton Chamber of Commerce and will cover the entire county.

■ County Engineer E. H. Rader, Dade, recently permitted speeding up of construction of the Le Jeune bridge by substituting the membrane curing process for burlap, a war material. Results have been more than satisfactory, the engineer said.

■ Pinellas County board has started negotiations for the purchase of \$50,000 worth of Pinellas park drainage bonds from Bayard Brothers, St. Petersburg. Acquisition of the bonds would enable the commission to gain control of the district's bonded indebtedness as provided in a 1943 act. The board plans final liquidation of the debt through the sale of property in the district in a foreclosure suit.

■ Sumter County commissioners have authorized the purchase of \$10,000 worth of U. S. bonds from the outstanding indebtedness fund.

■ Pinellas County commissioners have taken over the care of a service wife whose husband is in the Pacific war zone during the time she is confined to a maternity hospital.

■ County Attorney W. H. Surrency, Sarasota County, has been granted a \$40 per month increase in salary.

■ Seminole County is among counties which have invested funds in war bonds. Due to economies in various departments the board has invested \$4,000 in bonds.

■ Escambia County commissioners are hopeful of freeing Lillian bridge, between Escambia County and Baldwin County, Alabama, by the first of the year. The span was built by Escambia County and is a toll bridge. Baldwin County has recently decided to take up an option on half of the construction cost in order to free the structure.

■ J. H. Brooks, general manager of the DiGiorgia Corporation, Miami, is the first man appointed to the Greater Miami Port Authority. He will serve as the representative of the Dade County commission.

■ Quick action by the State Road Department cooperating with the Polk County commission recently prevented an estimated \$10,000 damage to a Polk County road by heavy rains.

ACTUALLY TEST BRAKES

An actual test of the brakes on many cars would surprise their drivers. In many instances, brakes only seem efficient because the operator constantly makes allowances for their inefficiency. This is especially true in many older cars.

A speedster thought he was sensational—
Ignoring restrictions durational;

He got called to his board,

Now his car has been stored . . .

He knows now he should have been rational.

CAPITAL CHATTER . . .

RALPH DAVIS, executive secretary to Governor Holland and one of the most popular and efficient men ever to hold that post, has been made provisional director of State Unemployment Compensation.

Announcement of the appointment was made by Chairman Boyce A. Williams, Industrial Commission, following advice by the State Merit Council of Davis' qualification. His permanent appointment will follow if he ranks among the three highest in a subsequent merit examination.

Davis is a former Lakeland and Bartow newspaperman. Before accepting the post of executive secretary he was for four years deputy State insurance commissioner. He took leave of absence from that post to manage Governor Holland's campaign.

■ Forty percent of the October contribution of the State school fund to teachers' salaries, has been distributed to counties. The remainder will go forward as taxes are received. Taxes usually are slow in October and November but pick up in December when full payments are made.

■ Governor Holland was the principal speaker at the St. Cloud annual meeting of the Florida Federation of Women's Clubs. Mrs. Holland also attended the meeting.

■ Circuit Judge J. S. White, West Palm Beach, has been assigned to Bartow. Circuit Judge A. Z. Adkins, Gainesville, is assigned to Palatka. County Judge C. M. Wiggins, Polk County, has been assigned to hearings in Hillsborough County in which Judge G. H. Cornelius is disqualified.

■ Estate of Lindsay M. Hopkins who died in 1937 has been ordered to pay the State \$561,000, settling a six-year litigation over the deceased's residence. The Georgia supreme court recently held that he was not a resident of that State although he owned property in Atlanta. He had made his home in Miami.

■ Governor Holland says that Florida would like to have some of that Jamaican negro labor but that it must be concentrated in large groups and not mixed with other white or negro labor. The United States Sugar Corporation will use 3,500 and another 1,000 is expected to be placed in vegetable areas.

■ Attorney General Tom Watson has ruled that the State Board of Health cannot provide free maternity care for wives and widows of service men because the board's regulations discriminate in favor of medical doctors. He pointed out that the State licenses others to practice obstetrics.

■ G. T. Sims, associate chemist, E. L. Spencer, soil chemist, and Raymond C. Bond, assistant agronomist have joined the staff of the Florida Experimental Station at Gainesville.

■ William M. Whitman, Volusia County forester, has been promoted to district forester with headquarters in Ocala, according

to announcement of H. J. Malsberger, State forester. R. Eustice Parnelle, formerly of Ocala, has been made district forester at Tallahassee.

■ Thanksgiving Day will be celebrated on the fourth Thursday of November, along with the rest of the country, although Attorney General Watson has ruled that Florida law provides that Thanksgiving Day fall on the last Thursday in the month.

■ Assets of the Ringling (circus) estate which was left to the State of Florida amounting to some \$500,000 will be sold to liquidate indebtedness, according to action of the State cabinet. They include short-line railways not now operating at a profit and Montana ranch lands. The estate, accepted by the legislature only if debt free, is still under jurisdiction of the Sarasota County court.

■ Investigation of cases in the Florida Farm Colony (for feeble-minded and epileptic children) has been authorized by the cabinet. It had been reported that there are some there who could be released to private homes.

■ Gasoline consumption in Florida in August was 19.3 percent greater than for the same month last year although they were lower than in July. Gas tax receipts were \$1,822,942 in August against \$1,471,111 for the same month last year.

■ Roy W. Russell, director of the Florida Parole Commission, has been granted a leave of absence to enter the Navy as a lieutenant junior grade.

■ L. A. Grayson has been appointed judge of the Hillsborough County criminal court of record to succeed Judge John R. Himes who has entered military service.

■ L. A. Braswell, St. Augustine, has been appointed to the St. Johns County commission to succeed H. H. Bailey who died recently.

■ Comptroller J. M. Lee and Governor Holland recently had a busy day when they were forced to sign their names 1,043 times to refunding bonds of the Board of Administration. The bonds were too large to go into the machine which signs regular State vouchers.

■ School teachers will be examined on the U. S. constitution November 6. The exams will be held in a number of cities throughout the State. The State law requires all teachers to pass this examination.

■ The U. S. supreme court has declined to reconsider its decision holding unconstitutional an attempt by the State of Florida to impose an inspection fee on fertilizers distributed by the Federal government to farmers cooperating in the AAA soil conservation program. Petition for rehearing had been made by Attorney General Watson.

■ Forest fire losses in Florida amounted to an estimated \$480,949 in the fiscal year ending in June, according to the Forest and

Park Service. There were 5,621 separate fires on 282,994 acres of the 5,038,873 acres of land under protection. During the previous year the damage amounted to but \$160,000. The service does not account for fires on land not listed under protection.

■ Joseph Y. Cheney has been elected chairman of the Florida Parole Commission for two years, succeeding Francis R. Bridges, Jr., who served the first two years when the work of the commission was organized. Bridges received high commendation from the governor and cabinet members for his excellent work.

RULING MADE ON TAX FORECLOSURES

Certificates issued in 1941 on 1940 delinquent taxes are subject to county foreclosure suits this year under a law passed by the 1943 legislature according to ruling by Circuit Judge John A. H. Murphree of Gainesville.

The ruling was given in a test suit brought by the Leon County commission against George Crawford, clerk of the circuit court in Tallahassee to determine questions of application of the 1943 revisions to State tax laws.

Judge Murphree heard the case while he was assigned to Tallahassee in the absence of resident judges.

J. Lewis Hall, attorney for the Leon County board, had raised the question of whether 1941 certificates—since they were issued before the new law was passed—were subject to the statute's provisions relating to sales and redemptions.

The law provides for blanket foreclosure suits to be filed by counties against delinquent tax certificates within 90 days after they become two years old.

Judge Murphree also ruled that:

The owner of tax delinquent land may redeem his certificates any time up to the date a final decree is given in the foreclosure suit.

Certificates may be purchased any time on or prior to the day on which owners must appear in court to defend foreclosure suits.

Purchasers of county certificates must pay all back city taxes on the property between the date the suit is started and the day set for owners to appear and defend their interests.

Owners of the land do not have to pay any back city taxes when they redeem their delinquent certificates.

Both Hall and John Blocker of St. Petersburg, Pinellas County attorney who defended the suit, said they would appeal Judge Murphree's decision to the supreme court immediately.

REMOVES TURN HAZARD

In turning around on a rural road, there is one preventive step against getting stuck. This involves simply seeing that if one pair of wheels must go off the pavement, the front two are selected. They have nothing to do with driving the car and if they should get stuck, the rear wheels usually can pull them out.

PEOPLE

J. MARK WILCOX, West Palm Beach, former member of congress, says it is no longer possible for the United States to ignore its place in world affairs or to regard itself apart from the rest of the world.

FRED PINE, Miami attorney, has been refused a supreme court review of his conviction on a charge of conspiring to violate the Mann Act. He was convicted some time ago in the South Florida Federal district court and sentenced to two years' imprisonment. The verdict was sustained by the Fifth Federal circuit court before the appeal to the U. S. supreme court.

CHARLES W. FERGUSON, Tallahassee, has been elected president of the Florida State Grotto Association.

FRED SNITE, JR., known as the "Boiler Kid" as he has spent more than seven years in an iron lung, is again in his Florida home at Miami after spending the summer in Chicago. He has two daughters, one three years and the other two months old.

EDGAR M. G. HAMILTON, West Palm Beach attorney, is the first man to announce his candidacy for Democratic nomination for congressman in the newly created sixth district. He is a farmer, citrus grower, and placed third in a field of five in the 1942 election in the old fourth district.

MARILYN ERNST, 19, Homestead, has received some 80 blood transfusions and has gained 45 pounds since passing the crisis in a disease which will require many more transfusions. Homestead residents, more than 100, have donated blood to her bank. They include farmers, the mayor, priest and members of her family. When twin sons of Mrs. L. H. Greer applied they were turned down because of their age, 17. They soon reappeared with their mother, who gave consent and gave an additional pint of blood herself.

WILLIAM BEARDALL has been reelected mayor of Orlando without a run-off primary. He defeated S. Y. Way.

DR. J. MAXIE DELL, SR., superintendent of the Florida Farm Colony, has been chosen mayor-commissioner of Gainesville. He is starting his ninth year as a member of the commission and previously served as mayor in 1939.

GEORGE COUPER GIBBS, former attorney general, has been appointed counsel for Chauncey W. Butler, district director of OPA in Jacksonville. He has been serving as chief attorney for the district OPA office.

J. E. HOLLENBECK, West Palm Beach, has been elected president of the Florida Association of Realtors. He will be installed at a meeting of the board of governors in Orlando January 8.

DR. JAMES E. MOONEY, president of the University of Tampa, has been granted a six months' leave of absence which began October 1. He is in poor health.

JOHN FORNEY RUDY, staff writer of the Orlando Sentinel has been appointed

managing editor of that newspaper to succeed J. Clement Brossier who has entered the Coast Guard.

HENRY McLEMORE, nationally known columnist who has a home in Winter Park is now a private in the U. S. Army.

GEORGE T. COSTELLO, Winter Haven, has been appointed general field representative of the American Red Cross for the southern half of Florida. He is a former principal of the Winter Haven high school.

COL. S. J. HILBURN, 74, member of the State Racing Commission and dean of Palatka lawyers, died Sept. 27. He had served as a member of the Florida house and also as a Florida senator.

CHARLES EDGAR (NED) STEWART, 65, former member of the Florida Citrus Exchange, and prominent citrus grower, died in DeLand Oct. 11. He was a member of the Florida Citrus Commission for a number of years.

PETER R. PERRY, city attorney of St. Augustine and a member of the school board, died Oct. 5. He was a former city commissioner and had served as mayor of St. Augustine.

JAMES MILTON BROWNLEE, 60, former Bradford County commissioner and a strawberry grower of that community, died in Starke Oct. 4.

H. H. BAILEY, member of the St. Johns County commission and large-scale potato grower of Hastings, died in a Jacksonville hospital. He was a former president of the Hastings Potato Grower Association and was serving his third term on the county commission.

JAMES RUSSELL FOWLER, 72, the last mayor of Gainesville to be elected directly by the people, former president of the Gainesville baseball club and director of the Gainesville Country Club, died Sept. 13.

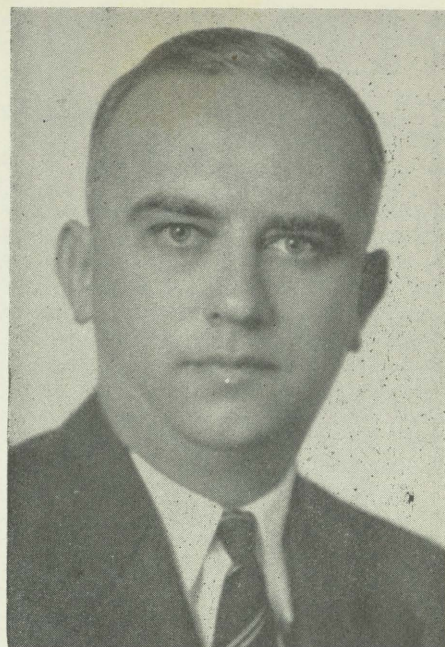
BEN M. CALDWELL, SR., 62, for many years publisher of the Jasper News died in Jasper Sept. 12. He was a brother of Stafford Caldwell, attorney handling the Ringling estate.

WILLIAM R. THOMAS, 77, prominent civic leader and hotel owner of Gainesville, died Sept. 10. Major Thomas had served six terms as mayor and was instrumental in bringing the University to Gainesville.

MRS. ROBERT B. BLACK, 82, mother of State Senator J. Graham Black, died Sept. 9 in Alachua.

FATHER CYRIL RUHLMAN, 75, who installed and operated the seismograph at Spring Hill College (Mobile) and was awarded membership in the Association of American Physicists for his work, died in West Palm Beach Sept. 9. He had been acting as assistant pastor of a church there.

EUGENE HAWKINS, Marianna, 75, who served as a page in the house of repre-



RICHARD H. SIMPSON

RICHARD H. SIMPSON, Monticello, 1943 speaker of the house and one of the country's best known and successful nurserymen, has been elected president of the Florida Kiwanis District. Simpson is a graduate of the University of Florida. He served three terms in the Florida house and is now serving his eighth one-year term as mayor of Monticello. Other civic duties include chairmanship of the board of deacons of the Presbyterian church, chairman of the Jefferson County health committee and chairman of the Jefferson County Red Cross chapter.

representatives in Washington while his father, the late George F. Hawkins, was a member of congress from the third Florida district, died in a Jacksonville hospital Sept. 29. He had been a State employee for 20 years.

OWEN W. PITTMAN, SR., 68, former postmaster of Miami, died in that city Oct. 5.

H. E. BIERLY, 77, member of the faculty of the Florida Female College before it became known as the Florida State College for Women in 1909, died in a Thomasville, Ga., hospital Oct. 5.

G. BATE VANCE, 69, who handled millions of dollars worth of bonds during the boom days, died in his home in Arcadia Oct. 3. He was father of Miss Emma Marie Vance, former rodeo queen, who was killed about a year ago by a fall from a horse.

NEW CITRUS STAMP

Florida Citrus Commission has announced the development of a new advertising stamp which will be used on all varieties of fruit this season, taking the place of separate stamps for each variety previously used.

SPONGE SALES GAIN

Sales on the Tarpon Springs auction during August sent the total for the year to \$1,659,536.18, compared to \$1,479,056.77 for the same period last year.

FLORIDIANS OUT FOR VICTORY . . .

MADISON, seat of the county of the same name in the northern tier of Florida counties, must have something of the stuff that makes heroes. It will be remembered that Capt. Colin Kelly, first great hero of World War II, was a native of Madison. He gave his life in sinking the first Japanese battleship to be sent to the bottom of the Coral Sea. His widow recently married Navy Lieut. J. Watson Pedlow, stationed in Washington.

Madison's latest hero is Capt. Dale M. Leslie, 26, of the United States Marine Corps, who has just been awarded the Navy Cross for extraordinary heroism as a fighter pilot in assisting the exaction of Marines surrounded by Jap forces during the Guadalcanal campaign.

It is reported that Captain Leslie, then a second lieutenant, directed the rescue boats to the trapped Marines and continually strafed the hostile gun emplacements, drawing their fire away from the boats. Fortunately, Captain Leslie came through to fight again.

The presidential citation with the award reads:

"For extraordinary heroism as pilot of an airplane assisting in evacuating a group of Marines surrounded by enemy Japanese forces from a beachhead on Guadalcanal, Solomon Islands, on September 27, 1942.

"Flying low over the water, Second Lieutenant Leslie, with utter disregard for his own personal safety, successfully directed the rescue boats to the trapped Marines.

"Then, in order to protect one of the boats which had been placed as a shield between the enemy and rescue ships, he continually strafed the hostile gun emplacements, skillfully drawing their fire away from the boat.

"During these operations, having spotted a man in the water, Second Lieutenant Leslie dropped a flare near him in order to attract attention and help effect his rescue, and when one of the ships, loaded with Marines, developed engine trouble, he directed a salvage boat to her assistance.

"This expert airmanship, courage and fearless devotion to duty were in keeping with the highest traditions of the United States Naval Service."

★ Major William L. Leverete, 33, Tallahassee, bagged seven Nazi planes in one action recently when German airmen elected to attack a convoy in the Aegean Sea. The American planes, P-38 Lightnings, knocked down 17 Junkers dive bombers, only eight of the attacking force getting away.

Leverete, a native of Palatka was commander of the squadron. He was group operations officer at Dale Mabry Field, Tallahassee, until two months ago when he was transferred to combat. Dale Mabry Field was little surprised at Leverete's good marksmanship. He had made similar scores in practice flights. His wife and 14-month-old son and his mother live in Tallahassee.

★ Mrs. Walker Gwaltney, St. Andrews, recently received the decorations with which the War Department had honored her son, Staff Sergt. Randolph R. Gwaltney, 24, who was killed in action while acting as waist gunner and radioman on a Flying Fortress over occupied Europe. The medals included the Air Medal, awarded for gallantry in action and four Oak Leaf Clusters, equivalent to four additional Air Medals, for participating in more than 20 flights against the enemy in the European and Mediterranean areas.

In presenting the medals to Mrs. Gwaltney, Col. Stranathan, commanding officer of Tyndal Field, Panama City, said:

"Americans are free today and will be free tomorrow, and downtrodden peoples of all nations will be free, because of men like Sergeant Gwaltney."

★ First Lieut. Tommy Pollard, 21, Gainesville, and five other volunteers took a machine gun over the bodies of seven Japs in an action on the New Georgia front when the going was tough for the Marines. They found 20 dead around him when dawn came to find other Japs had pulled out during the night. Lieut. Pollard was awarded the Silver Star for gallantry in saving other U. S. forces making an advance which had been covered by the machine gun.

★ Lieut. Earle S. Millichamp, native of Lake Wales has been notified of his appointment as an honorary member of the Order of the British Empire. Millichamp, 25, now training to be a pilot at Bainbridge Field, Ga., has a war record which includes 24 combat missions as a navigator of a B-17, a stretch as an observer in the Royal Canadian Air Force, capture by the Italians in North Africa and rescue by the British navy when the Italian submarine on which he was a prisoner of war was sunk in the Mediterranean. He is credited with a German Me-109 in a fight over North Africa when he took off from his navigation duties to man a gun. Millichamp enlisted in the Canadian Air Force in 1941 and was transferred to the U. S. Army Air Force in March 1942. He expects soon to be back in combat duty as a bomber pilot as his great size—6 feet, three inches and 200 pounds—forbids his flying anything smaller.

★ Mrs. Jeannette M. Andrews, Miami Beach, widow of Lieut. Gen. Frank M. Andrews who was killed in an airplane crash in Iceland recently received an Oak Leaf Cluster for the Distinguished Service Medal which had been awarded her husband.

★ Capt. Walter Beckham, DeFuniak Springs, fighter pilot, recently shot down three enemy fighters, bringing his total bag to six and giving him the rank of American ace.

★ Lieut. Col. Earl H. Diehl, Tampa, plastic surgeon, has been made head of a special hospital in the Mediterranean theatre of

operations. His hospital will take care of all cases in which plastic surgery is important.

★ Lieut. William Render Ford, son of Mrs. Effie Ford, Crescent City, has been awarded the Distinguished Flying Cross for piloting the bomber which bombed and strafed an enemy submarine recently in the Atlantic.

★ Lieut. Col. J. Warren Whitmore, leader of the first bombing mission over Rome is spending a leave with his parents in Jacksonville. Colonel Whitmore has led 50 flights against Axis forces and wears the Distinguished Flying Cross, Silver Star and many Oak Clusters. He captained one of the early Landon (Jacksonville) high school football teams.

★ Capt. Harvey Martin, Distinguished Flying Cross, Silver Star, Air Medal, shot down twice by Jap planes in the New Guinea area, ran into a door on the day he returned home on leave receiving a deep gash in his head. He wants to go back to the combat zone.

★ Capt. Allen A. Ringblom, former Miami traffic policeman made his 25th raid on Japs in the Solomons on Friday, the 13th. He has won the Navy Cross.

★ First Lieut. Stanley O. Andrews, St. Petersburg, recently was credited with his sixth enemy plane and becomes an ace. He has been awarded an Oak Leaf Cluster to his Distinguished Flying Cross.

★ Richard A. McMakin, flight supervisor for Vultee Aircraft Corporation, has been posthumously awarded the Air Medal for work in surveying an air route to Australia. He was killed while testing an Army plane at San Diego. It is the first time the Air Medal has ever been awarded to a civilian. His mother is Mrs. Adaline Robbins McMakin, Sarasota.

★ Maj. Carl D. Hoffman, Tampa, is a member of the crew of the "Berlin Sleeper" Fortress which has made 106 combat missions over war areas.

★ Capt. James G. Hickman, Orlando, is a member of the crew of "Shanghi Lil" Fortress which has made more than 50 combat missions over Europe, North Africa or Italy.

★ Among Floridians recently decorated are: Distinguished Flying Cross—Capt. William A. Loudermilk, Winter Haven; 1st. Lieut. Edward M. Branch, Tampa; 2nd. Lieut. Willard L. Bolton, Fort Walton; 2nd. Lt. William E. Royer, Dade City; 1st. Lt. Robert L. Tampest, Tallahassee; 2nd. Lt. Duncan C. Myers, Bradenton; Capt. William B. Gentry, Miami Beach.

Distinguished Service Cross—Lt. Col. Ben Sternberg, Starke, for extraordinary heroism in action near El Guettar, Tunisia.

Bronze Oak Leaf Cluster to Air Medal—1st. Lt. James C. Chenny, Palatka; Staff Sergt. James J. Patrick, Ft. Myers; 1st. Lt. John H. Keene, Miami; 1st. Lieut. Leroy R. Donnell, Orlando.

Silver Star—Tech. Sergt. Robert C. Blocker, Chipley; Staff Sergt. S. P. Newell, Eustis.

Air Medal—Capt. Joe E. Gray, Tallahassee (posthumously); Staff Sergt. William C. Smith, DeLand; Sergt. Morris E. Acuff, Eustis; 2nd. Lt. James O. Brewer, Marianna; 1st. Lt. Norman L. Reid, Sarasota.

REALLY FIT TO DRIVE

Scoffers really had a field day in 1941 when Director J. J. Gilliam of the Florida Highway Patrol said a majority of motorists would be road-tested before too many years had passed.

Since simple possession of a valid license, secured by payment of a fee, was the principal prerequisite to renewal of the annual driving permit, the doubters seemed on safe ground.

Director Gilliam, however, was relying upon the experience of the National Safety Council, which had found the passage of seven years after enactment of a licensing law saw most of a State's drivers examined.

With a third of its motorists tested in two years, Florida seems likely to clip a year off the National average.

By the beginning of October, records show a total of 233,947 persons had been called upon to demonstrate their fitness to drive, since the start of examining in 1941.

Examinations are required of persons who (1) fail to renew valid licenses within the lawful time, (2) seek to drive for the first time, (3) become involved in an accident, or (4) behave in a manner which causes doubt as to their ability to operate an automobile safely.

The question of examining motorists arose in 1941 when some legislators wanted to require every applicant to prove his right to a license.

They argued that the public felt the issuance in the past of a license simply upon the payment of a fee constituted not a test but only a tax for the driving privilege.

Director Gilliam, reporting then the State could not attempt the road-testing of 700,000 motorists at one time, ventured the seven-year prediction based upon the National Safety Council's finding.

There were 103,791 applicants for examination during the 12 months from Oct. 1, 1942; of these 11,818 failed to meet the State's requirements.

During those same 12 months, members of the Florida Highway Patrol patrolled 3,915,806 miles of highway, arrested 6,251 motorists, 1,008 as drunken drivers and 1,978 as reckless drivers, and investigated 1,438 accidents in which 215 persons were killed, 1,339 injured and property damage of \$533,875 was done.

First aid was administered by patrolmen to 332 accident victims, seriously hurt.

CABINET MEMBERS ARE CALLED JACK-OF-ALL-TRADES

Malcolm B. Johnson, recently appointed head of the Associated Press Tallahassee bureau calls the seven men of the Florida cabinet

administrative jack-of-all-trades in a feature article carried in the State press. They must be, he says, often in rapid succession judges, investment experts, purchasing agents for large quantities of supplies, education specialists, lawyers, business men and dozens of other things.

Actually, there is no such thing as a "cabinet" mentioned in the laws of the constitution of Florida.

That is a name coined by someone in the past to identify without confusion the many boards made up of various combinations of the seven major constitutional executive officers.

The cover-all term "cabinet" is a pretty handy name, too, because sometimes when the officials really swing into a meeting they move from the business of one board to another so fast that seasoned reporters and clerks—even the members themselves—get mixed up on which board is acting.

Members are Governor Holland, Secretary of State R. A. Gray, Attorney General Tom Watson, State Treasurer Ed Larson, Comptroller J. M. Lee, Commissioner of Agriculture Nathan Mayo and School Superintendent Colin English.

They hold membership on the various boards by virtue of their positions.

Some boards are composed of all seven

officials, some of three, four, five or six. The governor is chairman of nearly all boards. Tuesday is regular "board day" at the capitol.

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MIAMI

Then the members gather around a big table in a room adjoining the governor's office to discuss and act on matters presented by a long line of official visitors or a heavy stack of correspondence that usually is waiting.

First call customarily is for the "big board"—officially the Board of Commissioners of State Institutions—on which all seven men sit to buy supplies, dictate policy and administer affairs generally for the State Hospital for the Insane, the prison, the Florida Farm Colony and the industrial schools for girls and boys.

Then may come the business of the trustees of the Internal Improvement Fund, who are the dealers in public lands.

The Board of Education will act on matters pertaining to schools and colleges, the Board of Pardons will decide whether a convict is entitled to clemency, the Board of Administration will delve into county and district road and bridge debts and affairs involving the gasoline tax, the Budget Commission will check printing orders or other proposed expenditures of various State departments and agencies.

It may be after dark before the meeting breaks up.

Few meetings ever are finished because some questions usually go over for future action—perhaps because a quorum of the board suddenly no longer exists in the room, or perhaps because the board wants more details.

The cabinet members themselves don't do all the work. Nearly every board has its own clerks and every department or agency under it has a director to check over details and handle routine matters.

But when it comes to policy or action on special business, the final decision rests with the board's majority.

Comptroller J. M. Lee, with the approval of Governor Holland, has decided not to tackle the enormous job of making monthly deductions from paychecks of up to 11,000 State employes for purchase of war bonds.

The 1943 legislature passed an act permitting the comptroller to make such deductions, but there is nothing mandatory in the law and no funds were provided for the extra expense involved in the work.

Lee said he already has eight of his staff working full time and about 30 others working part time deducting the Federal withholding tax from checks, without extra funds to do it, and that his appropriation could not stand the additional expense of hiring an estimated five more workers to make war stamp deductions.

Instead, he is asking the various State departments to do what his and some others have done—set up committees within their offices to sell stamps and bonds for cash to their fellow workers.

Justice Elwyn Thomas and Clerk Guyte P. McCord of the State Supreme Court, up against a local labor shortage, took things in their own hands during the court's summer recess and painted the interiors of their homes themselves.

Dr. Doak S. Campbell, president of the Florida State College for Women, is proud of a recent report by a representative of the

American Dietetic Association on his institution's dietitian training program.

The report lists as strong points: Ability and enthusiasm of the course director, Miss Anna Mae Tracey, excellent physical layout and equipment, very good experience in personnel management for students, and unusual opportunities for supervision of food preparation and service.

Weak points are disposed of with one word: "Minor."

Elgin Bayless, veteran chief clerk of the State Land Division, reports "there has been a material increase in land prices all over Florida in the last year."

The State has been doing a good business selling or leasing some of the 1,500,000 acres of land it owns.

Biggest demand is in the Everglades section, where purchasers are offering from 10 to 25 percent more for tracts than they did a year or so ago.

Bayless credits the vegetable and cattle production boom and the Holland administration's efforts to adjust Everglades Drainage District debts and taxes for the increased activity.

FLORIDA MUST ADVERTISE FOR POST-WAR BUSINESS

Advertising will make Florida after the war if State, county and city officials and private enterprise realize its value, according to Earl W. Brown, State manager of the Smaller War Plants Corporation and former general manager of Florida Exhibits, agency which handled Florida displays at the world fairs, in a recent talk before a Jacksonville advertising club.

Florida's big industrial expansion now brings revenues greater than her "tourism"—tourist business—in peace time, Brown stated. War brought about this vast industrial growth, he said and he thinks its fu-

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moted idea of staying home that must be overcome for the benefit of the State's "tourism." California, through her motion picture industry, has a constant advertising medium promoting her tourist business during the war, and Florida should not lose sight of this advantage her chief competitor holds, he declared.

Brown dispelled a generally accepted idea that the government is opposed to wartime advertising in promoting after-the-war business.

"Advertising is a vital cog in our free enterprise system," he read from a U. S. Department of Commerce brochure. "Its essentiality to a mechanized economy is already a long-established fact. Its essentiality to government in informing the public of the part it must play to hasten the day of victory is being proved daily.

"Yet there are those who short-sightedly view it as an economic waste in wartime. The government as a whole disagrees with this attitude. In writings and in public utterances President Roosevelt and other officials have gone on record as favoring advertising. They have heartily endorsed its wartime role," he said.

As a part of the program for taking care of the after-war interests of Florida, he thought the establishment of display offices at Washington, New York, Boston, Chicago, Detroit and Cincinnati, would touch the big population and wealth centers of the Nation.

TRUCKS PILE UP ROAD CASH

(Continued from page 25)

over light bases. All light bituminous surfaces are bound to ravel and pit as time passes and many such roads will have to be plowed unless asphalt or tar can be had. In fact, many lightly surfaced roads are already reverting to gravel.

"At least three Federal agencies are concerned with highway maintenance, though none seems to be directly responsible and none, of itself, has authority to remedy the difficulties.

"The Office of Defense Transportation, interested in highway transport, so far appears not to have thought beyond the motor vehicle.

"The Public Roads Administration of the Federal Works Agency is organized primarily as a construction-supervisory agency for Federal-aid funds. It has little to do with maintenance, which is performed entirely by State and local units. Nevertheless, the Public Roads Administration has undertaken surveys designed to produce the evidence of highway disintegration that the WPB apparently needs before granting needed materials.

"The third agency is the governmental division of the War Production Board, whose interest in the matter apparently duplicates that of the Public Roads Administration. The governmental division has only recently given any evidence that it is aware of the highway maintenance problem.

"Without maintenance, no one can say how long our roads will last. A few roads are badly hurt today. Some authorities have suggested two years. Many roads will be

worn out long before that. Others might continue without maintenance for five years.

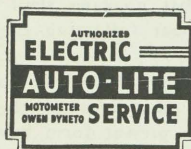
"Once traffic is paralyzed, it will be too late. The construction of new highways or the reconstruction of old requires much time, vast expenditures, and much manpower. Even extraordinary maintenance activity can at best only postpone reconstruction.

"It would be only wise economy to make parts and materials for road equipment available now for another reason. Poor roads are much more costly than good roads in terms of vehicles, parts and tires. Equipment parts for road machinery now will be saved many times over in parts for commercial and private vehicles later.

"To prevent enormous losses by failure of our road transportation facilities, the Federal government should make materials, parts, even equipment available. Selective service officials should be instructed to consider

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"To allow our highway systems to dis-integrate is to court disaster."

CHAMPIONS CONTRACTORS

(Continued from page 23)

that the act, in its present form, leaves to individuals, without restraint, the power to conduct our business. Where legislative authority is delegated, congress, in our opinion, should prescribe a policy, standard or rules for the guidance of those charged with the responsibility of administration. Needless to say, the act does not establish any fixed standards for determining what are excessive profits.

It is also submitted that the act in its present form, as respects its application to contracts entered into prior to passage of the act is unjust. One of the most sacred things to both man and government is the validity and sanctity of their contract. If this fundamental of business is broken down, our business and country will be ruined.

While I do not have the exact figures, it would seem that the number of persons charged with the duty and obligation of administering the renegotiation act requires a substantial payroll expense. The act now applies to eight departments of the Federal government, and each of these departments have set up individual administrative agencies. This would appear to be a duplication of expense and effort. It is believed that the governmental expense incurred in the collection of renegotiation refunds represents a large portion of money recovered. It would also be astounding, if the figures were available, to ascertain the amount of time, which is so precious at present, consumed by company executives, as well as government and military officials, when that same amount of time could be used so advantageously by increasing production and promoting our war efforts. In this connection, it should also be remembered that our manpower shortage is becoming more and more acute every day. It is even suggested that some of our essential airplane factories might have to be closed down due to manpower shortage. Surely, in these trying times it would be far wiser to utilize the manpower which is now administering the renegotiation act in the production of war materials or military service, particularly so, when approximately 90 per cent of excessive profits will be recovered under the revenue act.

Gentlemen, I have endeavored to present to you as briefly and clearly as possible the predicament of the highway and airport construction industry. As previously pointed out, we are opposed to unreasonable profits and our position in appearing before your committee is only of seeking relief from a situation which threatens to retard and impede the completion of essential war facilities and at the same time constitutes a direct and real threat to the American system of free enterprise.

In consideration of the foregoing, we respectfully petition this committee for relief and ask your favorable consideration of the following changes in the renegotiation law:

1. That provision should be made for the exemption from the provisions of the renegotiation law of contracts for the construction, reconstruction, maintenance or repair of highways, roads, streets, bridges, airports and allied construction on which competitive bids or offers have been received. This amendment should be effective as of April 28, 1942.

2. That the law be amended so as to exempt negotiated contracts under \$500,000. This amendment also should be effective as of April 28, 1942.

3. That provision be made so as to guarantee that in the determination of costs, with respect to negotiated contracts, the allowance shall be made for all actual costs (direct and indirect), customarily permitted construction contractors.

4. That all contracts entered into prior to April 28, 1942, be exempted from the act.

5. That the law should be amended so as to provide that no cases shall be instituted after one year following the cessation of hostilities.

In conclusion, we would like to say that we hope that our objections to the renegotiation law in its present form have been substantiated and that this honorable body will see fit to grant us relief from a burdensome statute which threatens our very existence. We realize that this is a tremendous problem but hope that you, in your wisdom, will be able to save our industry.

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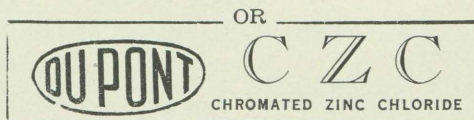
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PERSONS QUARANTINED NOT SUBJECT TO BAIL

Persons quarantined for treatment of venereal disease are not entitled to release under bail, according to decision of the supreme court which also upheld State laws which give the State Board of Health authority to enforce regulations for infected persons.

The opinion was written by Justice Armstead Brown.

"The preservation of the public health is one of the prime duties resting upon the sovereign power of the State," he said.

"The health of the people has long been recognized as one of the greatest social and economic blessings.

"The constitutional guarantees of life, liberty and property, of which a person cannot be deprived without due process of law, do not limit the exercise of the police power of the State to preserve the public health so long as that power is reasonably and fairly exercised."

The ruling affirmed a Duval circuit court order denying release by writ of habeas corpus and bail for a woman who had been quarantined after State Board of Health tests showed she was infected with gonorrhea.

Justice Brown said the court's view was that the woman was "being held under a quarantine order, which is not a criminal proceeding, and hence not bailable.

"To grant release on bail to persons isolated and detained on a quarantine order because they have a contagious disease which makes them dangerous to others, or to the public in general, would render quarantine laws and regulations nugatory and of no avail," he said.

STATE OFFICERS PLAN FOR EX-SERVICE MEN

Finding jobs for returning service men appears to be uppermost in the post-war plans of State cabinet officers.

Secretary of State R. A. Grav thinks rehabilitation of those in the military forces can best be facilitated through an intelligent program for development of industry and new business enterprises.

"I think the small business man should be especially considered in such a program," he said, "because only through him and thousands like him can full employment possibilities be realized."

Commissioner of Agriculture Nathan Mayo expressed himself opposed to the release of service men from the armed forces until suitable employment is found for them and that such releases should be made on "an installment basis."

"I would hate to see the situation which developed after the last war repeated," he said.

"It would be a crime for many of our young men, who risked their lives in defense of the Democratic system, to be allowed to walk the streets of our cities unemployed and denied the right to enjoy the freedoms for which they fought."

Other targets at which Mayo would like to see the State set its sights include:

A complete marshaling of Florida's agricultural resources as one means of absorbing service men in peacetime occupations. (There are 19,000,000 acres of possible farming land not under cultivation in the State.)

Development of new industries, improvement of old ones to facilitate a closer relationship with South American countries.

Immediate attention to the possibilities of "full employment" in this country was suggested by Comptroller J. M. Lee.

"There is no reason to wait for the war's end to start finding jobs for everyone," he said.

"I believe there are thousands of persons in this and other States who can be usefully employed and who are now listed as 'unemployables'."

Attorney General J. Tom Watson advocates restoration of "State's rights" after the war. Gray expressed similar views.

In addition Watson lists the following post-war objectives:

Provisions made for the old and dependent.

Facilities provided for service men who have been wounded, or whose health has been so impaired as to incapacitate them for earning a livelihood.

Full recognition of the rights of organized labor under collective bargaining principles achieved.

Protection given unorganized labor against encroachment upon their rights as free men to live and work.

Insurance guaranteed capital and industry against unreasonable and undemocratic conditions in procuring and maintaining essential and necessary employees.

State Treasurer J. Edwin Larson urges the passage of a comprehensive labor law in Florida, fair both to industry and labor.

Larson joined Comptroller Lee in his belief that the State should adopt its tax structure to help rather than hinder new industries.

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CAN CONTRACT FOR COPYRIGHTED MUSIC

American Society of Composers, Authors and Publishers (ASCAP) has the right to contract with public places for use of its copyrighted music, according to decisions of the supreme court which held that it is not a violation of the State's anti-trust and monopoly laws.

Palm Tavern, Inc., had sued to determine whether its contract with ASCAP was binding in view of State laws against monopolies.

Attorneys contended a license from the society for use of its music was a vital part of the tavern's business and that music copyrighted by the society's members could not be obtained without the license because it would make the user liable to damages for infringement of copyright laws.

They also claimed the licensing amounted to price-fixing by ASCAP.

"We have found nothing," the court said, "either in the contract or in the record of the proceedings below, which indicates that the contract is contrary either to the statutes of Florida or to the Federal statutes."

"The price fixing, if it be called such, as is reflected by the contract here under consideration is not such as to be in restraint of trade, because there is no monopoly."

"It is specifically provided that the user of the material which is licensed by the society may contract directly with the owner of the copyright or may otherwise acquire the right to use the material as such contracting party may see fit."

The ruling affirmed the Palm Beach County circuit court.

NO SKIDS—NO TIRES

Many motor car owners still cling to the idea that under-inflation of the tires is an effective safeguard against skidding when the streets are slippery. Perhaps it does help slightly. But, the gain in this respect is in nowise adequate to compensate for the vastly faster wear on the tires. There are other ways to prevent skidding that are much more effective and not nearly so costly. One is to drive more cautiously.

PARK VISITORS SHOW DECLINE FOR THE YEAR

Visitors to State parks showed a drop of 32,354 during the fiscal year ending June 30, according to report of the State Forest and Park Service. Almost half of the 52,477 visiting the parks in the year were service men from whom no admission was charged.

That compared with 84,831 the year before. Travel restrictions were blamed for the loss.

Of the total visitors, 27,115 were civilians and 25,362 were service men and women.

"Practically every park has shown an increase in use by men and women in uniform," the report said.

Although admission revenue was decreased,

the park service income from such other sources as concessions, boat hire and cabin rental increased, and the total receipts were only \$1,186 less than the year before.

Visitors in uniform are admitted to the parks free, but they must pay for special recreational facilities.

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AUBURNDALE

Heights and Myakka River Park near Sarasota exceeded their anticipated receipts last year, while Florida Caverns Park near Marianna did not produce the expected amount.

Camp O'Leno near High Springs had one of its most successful camping seasons.

Fort Clinch at Fernandina and Torreya Park near Quincy were used to a limited extent. Hillsborough River Park near Tampa had a successful year.

Highlands Hammock Park near Sebring has been officially closed, but may be visited by appointment with the superintendent.

Suwannee River, Tomoka, Pan American and Hugh Taylor Birch Parks never have been opened to the general public.

FLORIDA VEGETABLE CROP LIKELY TO BE SHORT

Florida's next vegetable crop, the one which is marketed between the first of November and the first of May, is likely to be short, according to the opinion of farm experts gathered at Clewiston, heart of the Everglades vegetable wonderland.

Nathan Mayo, commissioner of agriculture, stated that it will be a miracle if the expected quota is reached because of the uncertainty of ceiling prices and the shortage of labor.

The men gathered in Clewiston represented some 100,000 acres of production.

John Ford, executive secretary of the Florida Farm Bureau Federation, said that a number of farmers were unable to break even under last year's ceiling prices.

"We think the prices should be high enough to give farmers the incentive to produce," Ford said. "If we had such ceilings production would mushroom."

W. M. Scott of Sanford, vice president of the American Fruit Growers, Inc., an active producer for almost 40 years, said farmers generally were planting about the same acreage as last year.

E. W. Lins of South Miami, chairman of the Florida Vegetable Committee, said: "The government doesn't expect an aircraft manufacturer to turn out planes without knowing the price he can expect in relation to his costs. How can the administration ask the farmers of Florida to invest millions in production until they are assured they will not be wiped out by natural disasters under a low ceiling?"

Last year's winter vegetable crop brought about \$236,000,000.

Labor is another question. Scott said the shortage was between 25 and 35 percent, and Luther Chandler of Goulds, chairman of the labor committee of the Florida Vegetable Committee, put the need at 30,000 additional workers.

"We are hoping that more seasonal workers will be attracted by higher wages," Chandler said. "Pay is generally higher than last year, and we are nearer a level of competition with industry generally."

This was the only optimistic note among the worried producers. But they applauded the statement of L. H. Kramer of Lake Wales, chairman of the agricultural committee of the Florida Defense Council.

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DRIVERS' PROBLEM

A misunderstanding is held by many a motorist who is under the impression that when one side of a street or highway is blocked, or obstructed, as by a car parked double, it is his right-of-way, provided he gets there first.

The law requires that the motorist on the obstructed side of the thoroughfare shall yield to the one coming from the opposite direction, the latter naturally having the right-of-way in such a case.

POST-WAR FLORIDA

(Continued from page 21)

States and the west coast of South America.

Florida, backed by continued progress in the adjacent States of the South, and by a dense population in the United States further north, looks toward progressive nations and undeveloped markets to the south and southeast. The countries to the south and southeast of us within a radius of 1,200 miles of Orlando, Florida, cover a territory of 1,431,000 square miles, or an area equal to about one-third that of the continental United States. Since Florida occupies a strategic position with respect to this region and the Panama Canal, it has during the war become virtually an armed camp. It has not only drawn hundreds of thousands of trainees to its air bases and military centers but it has also acquired a liberal sprinkling of war industries—war industries ranging all the way from the building of ships to the making of certain kinds of munitions.

After the war, Florida must be prepared to capitalize fully its advantages whether these advantages arise from physical surroundings or from changes produced by war. In doing so, it must strive to develop a balanced economic system. It must give equal attention to agriculture, to manufacturing, to distribution, to shipbuilding, to transportation, to recreation, and to other important enterprises. We cannot afford to concentrate on any one of these activities at the expense of the others. We would make a grave economic mistake if we permitted ourselves to become exclusively tourist, exclusively industrial, exclusively agricultural, or exclusively anything else. To apply ourselves exclusively to any one part of our economic system is to make ourselves a one-industry region. A one-industry region always rises or falls with the prosperity or failure of that one industry. The permanent well being of any State, region or Nation is dependent upon a balanced economy, upon a diversified economic life, upon an industrial structure with many rather than few types of enterprises.

The full development of the natural resources and post-war possibilities of Florida depends upon the presence or absence of one or more of four different factors—factors which always govern the localization of industry in any region. These factors are as follows: First, nearness to raw materials; second, nearness to markets; third, adequate supply of the right kind of labor; and fourth, continuous access to cheap sources of power. Unless one or more of these factors are present, new industries will not come to any State or section and even if they

are induced to come by local or State subsidies or by exemption from taxes for a period of years they will not long remain nor permanently succeed. Capital is important but it is not the decisive element. It always seeks the affinity of the other factors of production. It will go anywhere it can secure an adequate return. Of course if capital is available within a State, that State will be much better off because this means

home ownership and retention of profits in the State instead of having them syphoned off to other States. But the other factors take precedence over capital and unless they are applicable permanent expansion of industrial assets is unattainable.

It has been frequently pointed out that the South has always been treated as a colonial dependency of the industrial North. It has been exploited by that part of the

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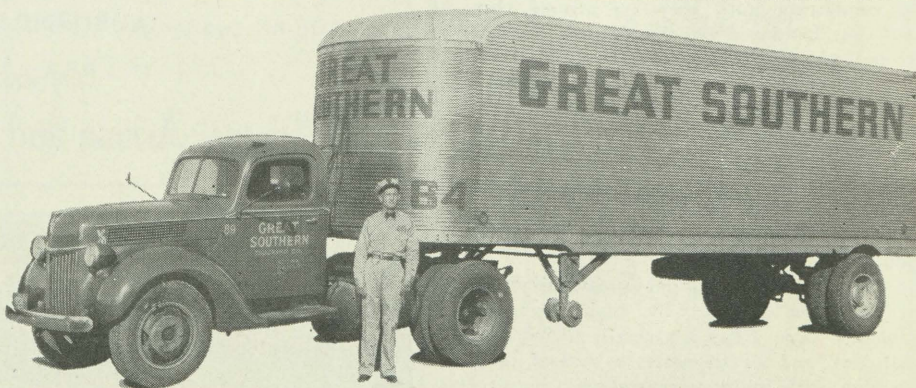
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country in the same way that empires have exploited their conquered territories. It has supplied the labor and the raw materials for many industries located within its borders but these industries have been financed and controlled by absentee owners and the surplus values created thereby have been transferred elsewhere. This situation applies to Florida as well as to other Southern States. If Florida is to make satisfactory progress it will be compelled to change its position and to secure control over its old enterprises and to develop new enterprises—the old and the new alike increasingly to be financed by Florida capital, to be owned by Florida investors, to be managed by Florida executives, to be worked by Florida laborers, and to be operated for the benefit of Florida people.

III.

The economy of Florida after the war will be an economy which will not only be concerned with the full development of Florida's resources and post-war opportunities but which will also as result of this development enable Florida to draw nearer to the standing of certain States in the Northeast, the Middle West and the Far West. Mr. H. L. Mencken and Mr. Charles Angoff, in a series of articles in the American Mercury some ten years ago, attempted to determine "the worst American State." They considered 63 items involving wealth, health, culture and education and then combined these various items into composite rankings. The South emerged from these rankings due partly to our negro population woefully behind the other sections of the United States. In these rankings, however, Florida was given a high rating. It was placed third among fifteen Southern States including Arizona and New Mexico, and thirty-fourth among the forty-eight States of the Nation.

Dr. Samuel Huntington Hobbs of the University of North Carolina about the same time attempted similar rankings of the various States. Like Mencken and Angoff, he used 63 items involving wealth, health, culture and education. In his rankings, he places Florida first among fifteen Southern States and thirty-fourth among the forty-eight States. According to Dr. Hobb's tabulation, the first five States or the five best States are California, Nevada, Washington, New York and Iowa. According to Mr. Mencken and Mr. Angoff, the first five States or the five best States are Massachusetts, Connecticut, New York, New Jersey and California.

Dr. Rupert Vance, in his book Human Geography of the South, still later appraised both of these studies on the basis of regions rather than on the basis of the invidious distinction of worst and best States. "On this basis," he says, "Southern States fall into distinct groupings. Florida, with its mixed population of northern leisure class and southern 'crackers,' and its unique economic situation stands first among Southern States. The newer Southwest of Texas and Oklahoma vies with the upper South of Virginia, Kentucky, Tennessee and North Carolina for the next ranking position. Last in the Nation come the deep South of Georgia, Alabama, South Carolina, Arkansas, Mississippi."

While Florida has improved its position

to a considerable extent since these appraisals were made and while its post-war readjustments will greatly accelerate its progress toward equality with certain States in the Northeast, the Middle West and the Far West, it still has a long road to travel before it achieves this end.

IV.

Finally, the economy of Florida after the war will be an economy in which every citizen will be required to participate in the processes and procedures of government. In 1940, there were 1,543 units of local government in Florida. Of this number, 67 were counties; 284 were municipalities; 904 special school districts; 136 road districts; 37 drainage districts; 37 harbor, port and inlet districts; 12 housing authorities; 22

conservation and soil conservation districts; 3 sanitary districts; 5 flood control districts; 7 hospital districts; 8 anti-mosquito districts; and 21 miscellaneous districts. Everyone is concerned with three or more of these districts. Since we are largely urban rather than rural dwellers, most of us are involved directly with the problems of local government as represented by our cities, our counties, our special school districts and one or more of the other types of districts.

Since we are concerned not only with the problems of local but also of State and National government, we are compelled to understand our relationships to and to comply with the requirements of the entire system of government—government based upon law, upon statutes, upon constitutions. Everyone is presumed to know the law and to obey

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the law. It is an old axiom that ignorance of the law excuses no one. Even though it has been estimated that there are 10,000 Federal laws, 500,000 State laws, and 9,000,000 county and municipal ordinances, and even though thousands of laws may be improper and often foolish they must be obeyed until they are properly repealed. The State of Kansas may pass a law to the effect that when two railway trains cross each other's tracks each must stop and stand still until the other shall have passed, but no one is justified either in ignoring legislation or in excusing himself from obedience to law. Popular government rests upon the consent of the governed. Since the people are the governed, they must accept final responsibility for the passage of all laws, for sharing in government processes and for ruling themselves.

The activities of State and local government in Florida are rapidly increasing in number. Everything, including government, has ceased to be as simple as it once was. More and more, government is called upon to act or to take on new responsibilities. As a result thereof, voters are faced with an ever-widening range of duties; they are confronted not only with the election of competent office holders and the formulation and execution of sound public policies but also with question of public education, with issues of taxation, with problems of bonded indebtedness, with development of natural resources and with numerous other matters related directly or indirectly to government. The many, therefore, cannot afford to stand back and to let the few—the few who are aspirants to public office—do their thinking and voting for them. They must step into the thick of the fight and think and vote for themselves.

In Florida as well as in other States we have too many units of government. Consolidation of these units after the war will be necessary. The whole trend in government organization points toward this end. The people of this as well as other States will be compelled sooner or later to act decisively in this matter. Unless something is done to remove overlapping jurisdictions as well as overlapping bureaus and departments and to reduce the costs of government operation, the entire structure of government in the period of post-war readjustment and thereafter may be confronted with serious disruption, if not possible collapse.

V.

To prepare for its post-war economy, Florida must have the facts about itself—all of the facts about itself. It has frequently been suggested that we are afraid of the facts in Florida in particular and in the South in general. "To be able to face unwelcome facts is," as someone has remarked, "the test of human intelligence." But even when we possess the facts we too often refuse to use them or to weave them into the fabric of our thinking. We must know before we can do. We must analyze and plan before we can act intelligently.

When we have gathered the facts and arranged them in the form of a balance sheet—a balance sheet of our assets and liabilities, we must proceed not only to formulate but also to execute a program of post-war re-

adjustment which will enable us to increase our assets and decrease our liabilities. Of what should this program consist? What points should it contain? If the writer may be permitted to present the results of his own thinking, he would like to suggest twelve points as a minimum, and he would like to urge that these twelve points become planks in a platform upon which a continuous campaign of post-war development be waged. (See boxed article on page 21.)

If Florida, after the war, is able to put into effect all or even a large number of these twelve points, it will create thereby not only increased economic but also increased cultural values. Cultural values represent the tendencies and characteristics which most faithfully portray what a people are or aspire to be. They reflect the whole way the individuals of a State or a region live, act, think, and feel. They cannot be created originally nor increased subsequently in the midst of poverty. What is accomplished depends largely upon available wealth and income. Direct acceleration of the coarser arts of making money leads usually to indirect acceleration of the finer arts of living.

DEPARTMENT MINUTES

(Continued from page 5)

that concrete inserts were installed under the sidewalks and manholes and covers put on the new bridge for the purpose of attaching an electric cable. He explained

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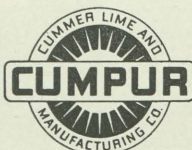
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that to go over the old bridge would require them to have new cable fabricated and this would require WPB approval and the City did not feel that they would approve it. He further stated that the cable

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they had on hand was not suited for underground cable.

RESOLUTION: ELECTRIC CABLE ON MAIN STREET BRIDGE—JACKSONVILLE

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, it is the fixed policy of the State Road Department not to permit use of its bridges for attaching thereto any electrical cables, wiring, etc., and

WHEREAS, a War emergency now exists and it is the desire of the Department to cooperate to the fullest extent possible in the War effort.

NOW, THEREFORE, BE IT RESOLVED that the Department grant to the City of Jacksonville permission to attach an electric cable on its Main Street Bridge on a temporary arrangement with plans, specifications and agreement to be approved by the State Road Department, said agreement to expire one year after the cessation of the war. Said agreement shall also provide that the City of Jacksonville shall pay the Department \$100.00 per month and agrees to remove all wires, fixtures and appurtenances on or before the expiration date of the agreement and upon their failure to do so the Department shall have the right to remove them at its own expense and retain the salvage value.

PINELLAS COUNTY—STATE ROAD NO. 64

Mr. John Blocker, Attorney, Board of County Commissioners of Pinellas County, appeared before the Board and filed resolution requesting construction of and guaranteeing the right of way on Project No. DA-WC 23(1) 4556, State Road No. 64 in Pinellas County.

RESOLUTION:

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that the Department will proceed with the construction of Project No. DA-WC-23(1) 4556, State Road No. 64, Pinellas County, PROVIDED that Pinellas County furnishes satisfactory bond in amount of \$2,000.00 and executes proper agreement acceptable to the Department whereby Pinellas County agrees to indemnify and hold free and harmless the State Road Department from all claims for damage whatsoever that any abutting property owner, or otherwise, might have in and to the right of way in question on above project.

PALM BEACH COUNTY

Mr. A. A. Poston, Chairman, Board of County Commissioners, Mr. Doyle Crocker, Member, Board of County Commissioners, Mr. R. B. McKee, City Attorney, Lake Worth, Mr. Henry Lilienthal, County Attorney, and Mr. F. W. Cross, Constable, City of Lake Worth appeared before the Board in behalf of a paved connecting link from Lake Worth, east to Road No. 140.

ROAD 143—PALM BEACH COUNTY

On motion of Mr. Lindsey, seconded by Mr. Townsend, it was agreed that plans be prepared for immediate work on Road No. 143 between Pahokee and Belle Glade, Palm Beach County, under Periodic Maintenance.

OSCEOLA COUNTY—ROAD TO STOCK MARKET

On motion of Mr. Townsend, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, because of the fact that this Board has been previously advised by the Attorney for the Department that the Department has no authority to spend State money for the building or construction of roads to stock markets, and

WHEREAS, this Board has previously established a policy of not doing this work.

NOW, THEREFORE, BE IT RESOLV-

ED that the Department regrets its inability to accede to the request of Osceola County to assist in construction of a piece of road north of Kissimmee running from the new highway to the railroad tracks at the stock market.

RELEASE—STATE ROAD DEPARTMENT FOR E. K. THURMAN VS. M. J. CARROLL CONTR. CO.

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

BE IT RESOLVED that the Chairman be and he is hereby authorized to execute on behalf of this Department Release in amount of \$3,000.00 in the case of State Road Department, for itself and for the use and benefit of E. K. Thurman vs. M. J. Carroll Contracting Company.

DUVAL COUNTY—STATE ROAD NO. 4 (OLD KINGS ROAD)

On motion of Mr. Stockton, seconded by Mr. Ward, the following resolution was adopted:

BE IT RESOLVED that this Department hereby agrees to furnish material in amount not exceeding \$2,500.00 with Duval County performing all labor, for the reconstruction of the 204 foot timber bridge located about one-half mile west of Edgewood Avenue on Old Kings Road (Formerly State Road No. 4) in Duval County.

ROAD 219—MATHIS AND HAULOVER BRIDGES

On motion of Mr. Lindsey, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED that the Engineering

Department be and it is hereby requested to make a survey of State Road No. 219 connecting with Mathis Bridge and upon completion of said survey that Brevard County be requested to furnish the necessary right of way as required by the Department.

BE IT FURTHER RESOLVED that Brevard County be requested to speed up the securing of the right of way on Road No. 219 connecting with Haulover Bridge as per survey and deeds previously furnished them.

CITY OF HOLLYWOOD—DRAINAGE

On motion of Mr. Ward, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED that the Board does not consider it an obligation of the Department to remedy the drainage situation in the City of Hollywood, Florida, and

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thereby regrets that it cannot comply with their request.

MADISON COUNTY—ROAD 35

On motion of Mr. Stockton, seconded by Mr. Lindsey, it was agreed that the Department begin work as soon as possible on State Road No. 35 north of Greenville in Madison County under Periodic Maintenance.

PALM BEACH COUNTY—CITY OF LAKE WORTH

On motion of Mr. Lindsey, seconded by Mr. Townsend, it was agreed that the Department begin work as soon as possible on State Road No. 174 connecting link in the City of Lake Worth under Periodic Maintenance.

PALM BEACH COUNTY—ROAD 198

On motion of Mr. Lindsey, seconded by Mr. Stockton, it was agreed that the Department begin work as soon as possible on State Road No. 198 from Six Mile Bend to Shawano under Periodic Maintenance.

POLK COUNTY—ROAD 8

On motion of Mr. Townsend, seconded by Mr. Lindsey, it was agreed that the Department begin work as soon as possible on 5.9 miles of Road 8 between Frostproof and Lake Wales in Polk County under Periodic Maintenance.

DEATH OF JOHN EVERETT BALLENGER

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, John Everett Ballenger, a valued and esteemed citizen of Lakeland, Florida, has passed away, and

WHEREAS, the deceased has for many years worked in cooperation with the State Road Department of Florida in the building of the State Highway System, and during all these years has rendered to the Department many kind acts and generous services, and

WHEREAS, with deep sadness the Department recognizes the great loss to the family and friends of the deceased throughout Florida.

WE THEREFORE RESOLVE that the death of John Everett Ballenger is a great loss to the people of Florida and more particularly to the community in which he resided and this Board further declares its deep sympathy for the widow and children of John Everett Ballenger in their loss of husband and father.

BE IT FURTHER RESOLVED that a copy of this Resolution be furnished to the family and press and that it be spread upon the records of the permanent minutes of this meeting.

DEATH OF H. H. BAILEY

On motion of Mr. Ward, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, H. H. Bailey of Hastings, Florida, has passed away, and

WHEREAS, the deceased was a long time supporter of improvement to the State Highway System and gave active support to the State Road Department in carrying out this purpose,

NOW, THEREFORE, BE IT RESOLVED, that the State Road Department does hereby express its deep regret at the loss of a fine public citizen and does further express its sympathy to the wife and family of the deceased in their great loss.

BE IT FURTHER RESOLVED, that a copy of this resolution be furnished the family and the press and that it be spread upon the permanent minute records of this Department.

DEATH OF JAMES ALBERT HAMMACK

On motion of Mr. Ward, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, James Albert Hammack of Leesburg, has passed away, and

WHEREAS, James Albert Hammack was an employee of the State Road Department for a period of twenty-three years who has at all times rendered valuable service to the Department.

NOW, THEREFORE, BE IT RESOLVED, that the Department express its deepest regret at the loss of a valued employee and its sympathy to the family of the deceased.

BE IT FURTHER RESOLVED, that a copy of this resolution be furnished the family and the press and that it be spread upon the permanent minute records of this Department.

CONVICT CAMPS

After a discussion of the conditions at the convict camps, the Board unanimously agreed to the following and directed that same be carried out:

That the The Department advertise for bids for 9 electric refrigerators to be used in the convict camps.

That the Department is hereby authorized to purchase a grist mill for the purpose of grinding corn products for use at the convict camps.

That farming at the convict camps be continued with limitations subject to the direction of the State Highway Engineer.

ADJOURNMENT

There being no further business the Board adjourned to meet again on Monday, October 25, 1943, at Ponte Vedra Beach, accepting the kind invitation of Mr. James R. Stockton, Member.

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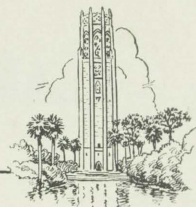
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